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NOVEMBER, 1967

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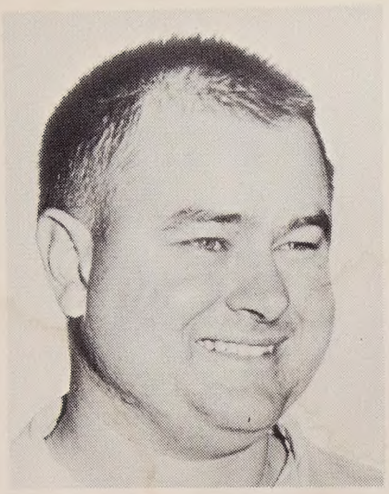

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 82, No. 1 NOVEMBER, 1967 50 CENTS

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Misunderstanding over which freight train had the right of way over crossing at Rinerd, Iowa, led to a pile-up of the Chicago Great Western and electric Fort Dodge Route one October day in 1950.

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RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1967, by Popular Publications, Inc.

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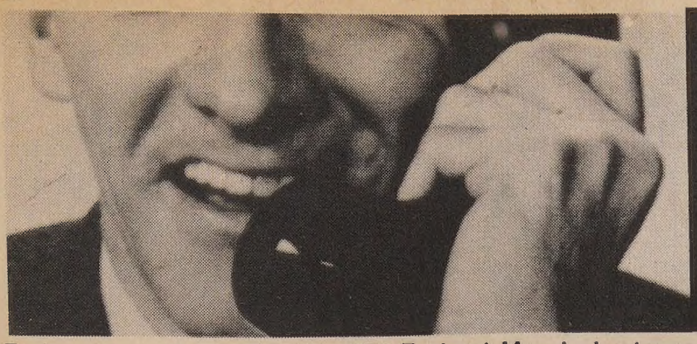

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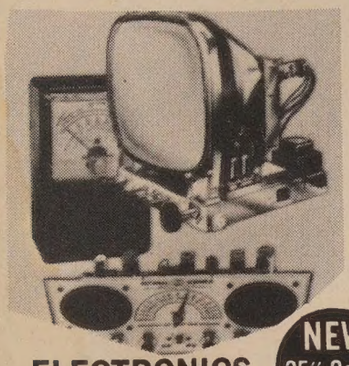

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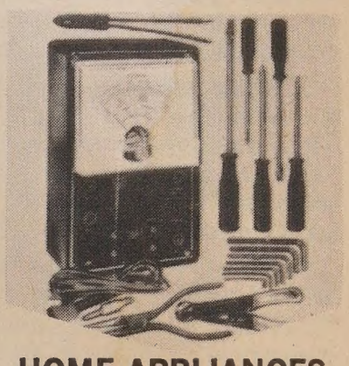

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MAIL CAR

where editors and readers meet

FRONT cover shows conductor S. Bernie Brooke (now retired) at his desk in Canadian National caboose 98177 on the Clearwater subdivision, east of Kamloops, B.C., Canada, taken in 1953 by his own delayed-action camera. Bernie lives in Kamloops at 352 Battle Street. The caboose was built 1926 and assigned to him in 1948.

"During one month of 1935, while the Depression was on," he recalls, "I worked out of 8 terminals, deadheading 2600 miles, and earned pay for 2200 miles at $4.94 per hundred. Maybe that set a record."

Back in 1919, Bernie tells us, he fell in love with a beanery queen named Blanche; but after a while, being a boomer switchman (as well as an ex-prize-fighter), he meandered on, leaving the girl behind. For further details of Bernie's colorful career, read the last item in our October '67 *Mail Car*. ●

SETOUTS AND PICKUPS. "We are seeking to improve the quality and quantity of our inmates' library, which is a section of our education department," writes W. H. Earhart, supervisor of education, U.S. Penitentiary, Lewisburg, Pa. 17837, in a request for free copies of *Railroad Magazine*. Some inmates are interested in railroading. Readers who can spare rail books or magazines, in good condition, should send them to Mr. Earhart to help in building up a library for unfortunates whose present supply of reading matter is very limited.

Says *Forbes*, business weekly: "One reason why the railroad unions have been so intransigent in recent negotiations is that many union leaders hope to provoke the Government to take over the industry, says a high source in the Department of Transportation. And one day the Government may be forced to do just that. . ."

"American railfans report having seen a lot of Israel Railways recently on TV screens, even in color," writes one of our overseas subscribers, Hans Y. Kohut, P.O. Box 1004, Givatayim, Israel. "Unlike what I have read about the situation in U.S.A., Israel's rail passenger service is increasing, especially on the line to our capital, Jerusalem. The morning train used to consist of there are 10 or 11, doubleheaded by G-12 diesels. More trains are running, too. The Tel Aviv-Haifa main line boasts seventeen daily trains in each direction and passenger service has been opened to Dimona with 3 pairs of trains per day."

Lunch time in Bangor & Aroostook caboose C-68 laying over at Oakfield, Maine. Brakeman Ira T. Morrill pours Java for J. L. Howard while the skipper, Vern Hall, (at the left) catches up on some paper work before joining them at the table.
Photograph from BAR "Maine Line News"

Statement from Stuart B. Saunders, chairman of the Pennsylvania Railroad: "In view of the tremendous costs of the Vietnam war, the staggering projected Federal deficit, and growing inflationary pressures, I am convinced that a tax increase along the lines proposed by President Johnson is unavoidable."

A new railroad 265 miles long is being built in Western Australia from one of the world's largest iron ore mines, at Mt. Newman, to Port Hedland on Australia's northwest coast. A U.S.-Canadian consortium, which holds a contract to build the railroad, will hire about 1,500 workmen to do the job.

The U.S. Court of appeals in Washington, D.C., has ruled that the nation's railroads must use firemen on any new trains despite a Federal arbitration ruling under which 18,000 firemen's jobs were eliminated. The two-year arbitration ruling has expired. A spokesman for the Brotherhood of Locomotive Firemen and Enginemen hailed the court's ruling as "a major victory in creating a significant number of new employment opportunities for firemen."

A suit seeking a $3,000 judgment against the New York Central has been filed in a United States court in Buffalo, N.Y., by a Federal attorney. The papers allege that in six instances between February and December, 1966, the railroad transported animals—hogs, horses and cattle—in boxcars for more than 36 consecutive hours, "without unloading them for rest, water and feeding."

General Railway Signal Co., is supplying the Northern Pacific with type E2 centralized control equipment for approximately 30 miles of main line between Castle Rock, and Wabash, Wash. GRS is a unit of General Signal Corp. One of its employees is our technical editor, Sy Reich.

Mr. Hideo Noji, one of our Japanese readers, now living at 332½ S. Boyle Ave., Los Angeles, Calif. 90033, tells not more than 3 or 4 coaches; now

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This guy can still travel by train from any station in the USA to any other station on our 212,000 mile railroad system . . . without changing trains.

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The National Association of Railroad Passengers is a non-profit Illinois corporation. Financial and corporate records are open for public inspection at the Association's office.

us that the name of the "Honeymoon Special" that the Japanese National Railways operate between Kyoto and Beppu in springtime is *Kotobuki,* which means "Congratulations."

C&O-B&O are mounting a "sales blitz" as part of their continuing effort to get people to ride passenger trains. Their slogan is "Chessie loves passengers —and needs a lot more of them." Passenger salesmen and public relations men dressed in ten-gallon white cowboy hats as the "C&O-B&O good guys" urge the traveling public to ride the trains more often. The 12 members of the "blitz" team, also wearing blue blazers, gray slacks and ties with Chessie on them, are touring cities along the line. ●

PHOEBE SNOW. Death came the other day to Mrs. Randolph V. Gorsch, 85, of New York, the first model for the Lackawanna's *Phoebe Snow* advertisements in the early 1900's. She was the wife of a surgeon. The ad campaign of long ago popularized the fact that the DL&W, unlike most roads, burned relatively clean hard coal in its locomotives.

The model, who was then a slip of a girl, Miss Marion Murray, dressed in white, was photographed riding passenger trains on "The Road of Anthracite." She also acted in *The Great Train Robbery,* the world's first railroad movie and the first story-telling motion picture in any field.

The Lackawanna used the Phoebe Snow motif until World War I, and a Hoboken-Buffalo passenger train carried Phoebe's name from 1949 until early this year. Today the name still appears on some Erie-Lackawanna boxcars. Your editor, Freeman Hubbard, claims to have been responsible for revival of the name in the 1940's. His first book, *Railroad Avenue,* came out originally in 1945 with the Phoebe story and her picture, at a time when just about everybody else had forgotten her. Even before his book went to press, Hubbard "sold" J. H. Baumgartner, then the Lackawanna's publicity director, on the idea of reviving Phoebe and naming a train for her. ●

VIETNAMESE National Railway is operating to a fairly large extent, according to Dick Schmeling, writing from Vietnam. "The segment from Ton San Nhut Air Base to Saigon is often in the news," he states. "Phan Rang, about 35 miles south of Cam Ranh Bay, where I am writing this letter, is a division point with large shops. Some steam engines are stored there, ranging from 4-4-0's and 0-6-0's to 4-6-2's, 2-8-2's, and one 2-10-0.

"The branch inland from Phan Rang to Da Lat is currently open and busy transporting to the coast vegetables grown at Phan Rang. The portion of the main line from that point north to Nha Trang also is open and sees a train per day in each direction, all diesel-powered. Recently more of the main line north of Nha Trang was opened as far as Ninh Hoa. Since no additional diesels were available for this run, 4-6-2 No. 231-A006, built by Nord in 1951 was pressed into service.

"Small parts of the coastal line also are open and operating near Tuy Hoa and Qui Nhon. The South Korean troops on the central coast have vowed to clear the rail line and Highway 1 along the coast from Phan Rang to Qui Nhon. They have made significant progress toward that objective. I am assigned to the Cam Ramh Bay port. Recently the seatrain *New Jersey* arrived here from Saigon with GE No. BB924 aboard, along with two tank cars and several flats bearing a disassembled steam engine. Since the line from Saigon to the area I've just described is closed because of blown-up bridges, ocean-going shipping is the only way to move engines and rolling stock from the Saigon area, which has a surplus of them, to the central coastal region. The engines and cars were unloaded at Cam Ranh and trucked over to the main line at Banjoi.

"While in Nha Trang I saw Army trucks on flatcars in a piggyback-type service, which makes sense, as Highway 1 between Nha Trang and Phan Rang has many potholes, some big enough to swallow a truck. Men of the 8th Transportation Group at Qui Nhan recently trucked an engine and 30 cars, which had been stranded at Bong San since 1964, back to Qui Nhon. The Viet Cong had blown up bridges in front of and behind the train but left the new diesel and train intact.

"As the coastal area becomes more secure, look for the Vietnamese rail lines to play a greater role in logistics over here, thus cutting down on expensive air movements and at the same time speeding shipments which had been going by coastal vessels." ●

PERSONALITIES. William Colfer's story, "Engine Dispatcher" (Sept. '67 issue), was enjoyed immensely by John Hollner, 12 DeVoe Drive, Albany, N.Y. 12205, he says because he is an engine dispatcher himself on the New York Central and has been for the past 3 years. "Times haven't changed so much since the Steam Age period that Colfer wrote about," John tells us. "The men you call still like to stick other guys with lousy runs."

Our *Interesting Railfans* series next month will feature William C. Midcap, editor of *Enginemen's Press* and public relations man for the Brotherhood of Locomotive Firemen & Enginemen.

Norfolk & Western's board of directors has deferred the retirement of Herman H. Pevler, president since Oct. 1, 1963, indefinitely beyond his 65th birthday, next April 20th. "Particularly in view of the company's involvement in pending merger matters," the resolution read, "it is deemed in the best interests of the company to provide for Mr. Pevler's continued leadership." We think the New York Central directors made a big mistake in not similarly deferring the retirement of highly capable John W. Barriger at the time he was head of the Pittsburgh & Lake Erie, a Central subsidiary. Today Barriger is president of the Katy.

"I was at the controls of the Gulf, Mobile & Ohio's first diesel in 1935 when it left the factory at Berwick, Pa.," writes S. C. Yeargain, retired engineer, 3372 Douglas Ave., Memphis, Tenn. "After touring some big cities with a new train christened *The Rebel,* I took her onto the home road."

Carl Sandburg, the great American writer who died recently, hoboed in his teens and was among 8 boxcar riders arrested at McKee's Rocks, Pa., and sent to the Pittsburgh county jail for ten days. During those years, too, he tried many other jobs. He fried eggs at a lunch counter in Keokuk. Iowa, blacked stoves, dug potatoes, washed windows, and he even worked as a track laborer on a Santa Fe section near Atchison, Kansas.

"My best run," recalls Albert F. Ladwig, retired Milwaukee Road hogger, "30 years ago, was handling a special train for the Minneapolis Symphony Orchestra. The musician's train had been wrecked at South Bend, Ind., and our special, hauled by a small coalburner, was told to take them from La Crosse, Wisc., to Minneapolis for a scheduled performance. I made a non-stop run and arrived in time for the concert. I believe it's the only non-stop run on record between those two points and the fastest time over that route."

A public school dropout in 1907, Albert M. Rung, now a retired Pennsy conductor and self-educated historian, received an honorary degree of master or arts 60 years later from Juniata college in Penna. At 13 he quit school to help support his widowed mother. Today his son, Albert, Jr., is director of public relations and advertising for the Burlington Railroad.

Says William A. Pratt, retired Canadian National engineer, 160 Mary St., Barrie, Ont., Canada: "I once had the honor of pulling a special train for U.S. President William H. Taft on the old Grand Trunk."

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Bill Knapke, retired SP conductor and author of a book on 100 years of caboose history and lore that is being published this fall, is a veteran of the Spanish-American War. In 1898, while standing in line to enlist in the 1st Tennessee Regiment, U.S. Volunteers, he listened to the questions and answers between the man standing just ahead of him and the Army recruiting clerk. The fellow gave his birth date as July 17, 1870. By an odd coincidence, that was Bill's birth date also. So when it came Bill's turn, he said: "I was born in 1870, too." Not until he was mustered out after returning from the Philippine campaign did he learn that his official birth year with the Army was 1872! That is still his official military and veterans birth date. He was born in East St. Louis, Illinois. No birth certificates were issued there at that time, so his Army record is the only documentary proof that Bill Knapke was born at all, reports William B. Jenner, of Los Angeles, who sent us this anecdote. ●

A NEW concept in freight business—"rent-a-train" service—will be introduced to Midwestern grain shippers by the Illinois Central. This involves an annual payment by the shippers plus a low ton-mile charge for hauling a given capacity train. Objectives of the plan, according to John W. Ingram, the railroad's assistant vice president, marketing research, are to lower sharply transportation costs for high-volume shippers and thus raise grain prices for farmers. It would also reduce recurring rail car shortages at harvest times by spreading out shipments, and would improve the IC's earnings.

For year-round use of an 86-car train of 100-ton covered hopper cars, the customer would pay $1 million annually (or $700,000 if he provides his own cars) plus 1½ mills per ton-mile, with a minimum charge for hauling the whole train of $5 per mile loaded or empty. Illinois Central would provide added power for up to 29 more cars at $100,000 more per year.

For these charges, the shipper will be free to move his train at any time and as often as desired between any origin and destination point on the railroad with facilities to handle the train. The IC plans to make this setup effective about December 1st. ●

REDUCED usage of mail cars by the U.S. Government is working hardship on rail passenger service. The Post Office Department pays railroads on a mileage basis for use of the cars, on which postal employees sort letters while the passenger train is en route, and this sum is dropping year by year.

Latest available report shows that the Post Office paid the railroads $67 million during the fiscal year 1966 for

TRAVEL BY TRAIN

the use of mail-sorting cars, and the estimate for fiscal 1967 is about $60 million. Total payments to the roads—for railway post offices and for plain mail transportation—were $313,516,000 in fiscal 1966.

The situation has become so serious that the New York Central is studying the possibility of asking the ICC for permission to abandon all its long-haul passenger service, but has not yet reached a decision in this matter. Alfred E. Perlman, the Central's president, says the Post Office Department's decision to curtail "drastically" the use of railway post office cars "will imperil already hard-pressed passenger operations . . ."

He adds: "The Central will lose $5.5 million of (railway post office) car revenue annually when the Post Office abandons the major portion of this service on the Central this year."

The Central also will lose an additional $2 million in revenue from associated services, such as terminal handling of the mail involved, he said. The Central's mail revenue last year totaled $40,419,420.

According to Mr. Perlman, on many of the Central's inter-city trains the mail revenue currently "exceeds the revenue collected from passenger fares."

Other railroads across the country also have been notified by the Post Office of plans to curtail use of mail cars on passenger trains. ●

1,800 Miles per Hour

A NEW THREAT to America, coming from within our own borders, is the supersonic plane, designed to travel faster than sound, i.e., more than about 700 miles per hour. The proposed Boeing supersonic transport is expected to make about 1,800 mph, or about 2½ times the speed of sound!

Such a plane would be extremely expensive, costing about $35 million. It would require higher fare than on the principal competing range planes, the so-called jumbo jets which will be in use quite soon. Its cruising range will be shorter. It poses many new safety problems, but its worst feature is the inevitable sonic boom.

Just what is a sonic boom? Answer: a very loud, very sudden *bang*, somewhat like the *bang* produced by a moderate size explosion a block away. The *bang* results from an intense shock-wave caused by the SST hurtling through the air. This boom occurs everywhere along the entire supersonic flight path. It follows the plane all the way, striking every house and every person along its path!

When the plane is at cruising altitude, the bang zone is about 50 miles wide. If an SST flies across U.S.A., the sonic boom would strike everyone in an area about 50 miles wide by 2,000 miles long—an area exceeding that of Massachusetts. Every man, woman, and child in this area could be struck by the boom from a single SST!

Does this mean that a single SST could deliver its bone-shaking jolt to a million people? Worse than that, more like 20 million. In about 5 minutes' time a single SST could boom everyone on Long Island—all 5 million people, all birds and animals, all schools, all hospitals. The effect can be very startling, disrupting, often terrifying, especially since it comes so suddenly.

During a series of sonic-boom tests over 5 months conducted in Oklahoma City in 1964 with supersonic military planes, 15,000 complained to authorities and more than 4,000 filed formal damage claims. The boom split one house virtually in two, and a court awarded the owner $10,000 in damages. An analysis of damage payments resulting from tests in Chicago and St. Louis indicates that if a fleet of 150 SST's were in routine use over U.S.A., day and night, the amount of damage they would do to windows, plaster, etc., would be about $1 million per day.

Even when the proposed Boeing SST is at a flying altitude of 70,000 feet (almost 14 miles), the boom reaches the ground easily. Scientists trying for years to eliminate this boom have failed. The boom is an immutable fact of nature, like gravity. It can panic and stampede herds of large animals and cause small ones—mink, for example—to kill their offspring.

The Citizens League Against the Sonic Boom, headed by leading scientists, is headquartered at 19 Appleton St., Cambridge, Mass. 02138. It appeals: "We invite you to send contributions to us, to help us intensify our campaign to alert the public and Congress to this serious—and totally unnecessary—threat to civilized living. Also, we invite you to join this very active League. Send name, address (with zip code), and occupation. No dues. Contributions welcomed.

"All persons who value peace and quite should write now—before it is too late—to their Senators and Representatives, to President Johnson, to TV commentators, and newspapers urging that SST program be halted. Write often, and ask your friends to write." (This item is printed as a public service.) ●

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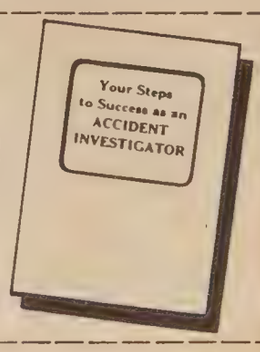

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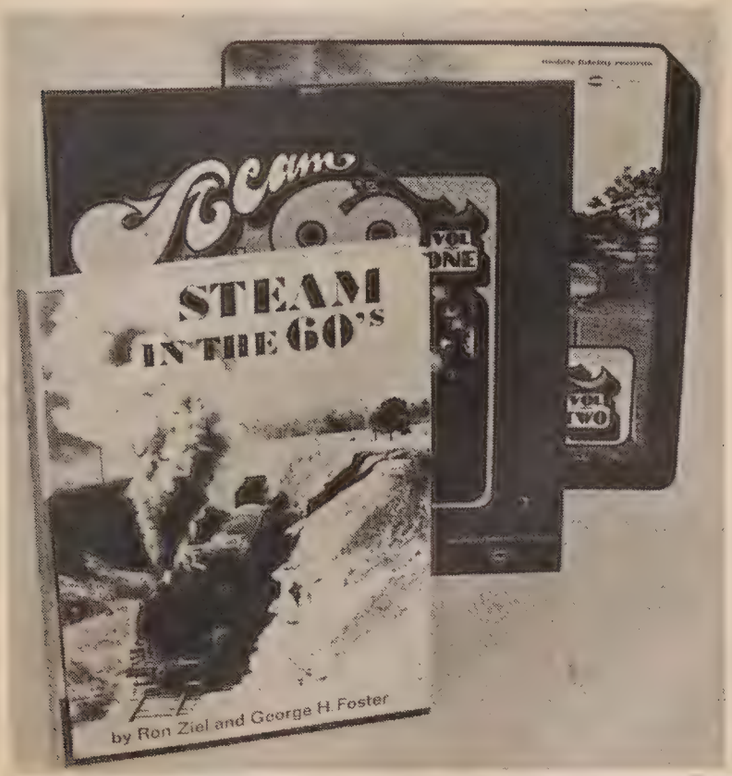

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Photos of the Month

Bridge men place timber caps on pier for the new Redwood branch of Illinois Central near Vicksburg, Miss.
Photo by C. G. Massoth (Illinois Central Railroad)

National of Mexico's Consolidation 1180 hits the grade north of Acambaro at about 25 mph with 41 loaded stock cars. This is second in a series of "after midnight" shots by Bud Rothaar, 757 Pierpont St., Rahway, N.J. 07065, which we began in our last issue. Bud took these beautiful pictures unaided on a recent trip to the southwest and Mexico. The white rod on the stack, he notes, is an indicator of smoke density when firing an oilburner.

Modern and vintage Reading power: Distinctively marked engines such as the one pictured above are part of the "Bee Line" operation which provides one-day local freight service. (Below) 0-6-0 shop switcher is being turned in less than modern fashion at Delta, Pa., on the Maryland & Pennsylvania Railroad. Note her rather big tender, built for long trips.

F. W Trittenbach, 661 Chestnut St., Emmaus, Pa. 18049

Ron Ziel, Box 433, Montauk Highway, Bridgehampton, N.Y. 11932

Springtime is Kentucky Derby time. In the vast waiting room of Louisville's Union Station the decorations are appropriate. Tulips, dogwood blossoms, and azaleas form a horseshoe-shaped pattern that suggests the wreath awarded to a winning horse.
Photograph from Louisville & Nashville archives

UNION STATION

by EDISON H. THOMAS

SOME time in the not-too-distant future an entire generation may ask, "What was a Union Station like?" For those of us who have known the exhilaration, the fascinating sights and sounds and smells, the grandeur, the tearful farewells and glad reunions, the thought of anyone going through life without ever having been part of it all is quite sad.

Drama at Union Station? Yes, indeed! Lovemaking and drunken brawls. Wanderers returning home. Prostitution. Service men going away to die on foreign battlefields or to come back to their native land as "basket cases." Convention specials, Derby Day fans, and even downright murder. You'll find them all—and a lot more—in Union Station history.

How many readers remember June 18, 1933? On that date an Oklahoma desperado named Frank Nash, handcuffed and escorted by four FBI men, two detectives, and a police chief, stepped off a train at the Union Station in Kansas City. They walked briskly to the waiting room, across it, and out one of the big doors that led to the plaza. Just then, as the saying is, all Hell broke loose. The men were about to board a waiting automobile when machine-gun fire crackled, bullets whined, and hot lead spattered. Within seconds it was all over. The assailants, four men, sped away in what newspaper hack writers call "a high-powed car," leaving behind the dead bodies of five men, including Nash, crumpled on the sidewalk.

Rarely does Union Station activity reach such tense and tragic excitement. Usually it produces gaiety and laughter mingled with the tearful tenderness of good-byes.

The opening of such a terminal—certainly an unheard-of event in these very modern times—was always a happy occasion. One bright September day in 1900, for example, the big, stone, castle-like Union Station in Nashville, Tennessee, was opened. More than 5,000 people swarmed in eagerly through the main waiting room that first night. Many ladies and gentlemen wore evening clothes, necklaces glittered, and imported perfume filled the air. That affair lasted three days and three nights.

At St. Louis, a $6,500,000 terminal patterned after a great medieval wall, with a watch tower and a hotel as parts of its sprawling architectural complex, was completed in 1894, a year made famous by the Pullman Strike, becoming what was then the nation's biggest Union Station.

Over many years Union Stations have played significant roles in history. The one in Atlanta today stands near the famed Zero Milepost where, in 1837, a surveyor drove a stake to indicate the beginning of the Georgia-owned Western & Atlantic Railroad. At the same time he marked the center of a town that later became Atlanta.

The old Canal Street Station in New Orleans is gone now, but drama took

Embraces like this you can witness in railroad stations all over the world. Note the curious, possibly envious, expression on the lady standing in the background.
Photograph from Louisville & Nashville archives

place there, too. At that site in 1893 thousands of saddened Southerners watched the departure of a special black-draped train that bore the body of Jefferson Davis, the first and only president of the Confederate States of America, to a final resting place in Richmond, Virginia. Incidentally, historians are still searching in vain for a photograph of that funeral train.

There are other Union Stations, of course. Some are handsome, some homely, but all are interesting. Most of them now stand in silent dignity like a senior citizen who may have lived beyond his alloted time. Yet each has its own stories and legends to tell.

Let's consider the terminal in Louisville, Kentucky. Located on Broadway between 10th and 11th streets, it is affectionately known as the Tenth Street Depot—or, more often, just Tenth Street. Today trains of the Louisville & Nashville, the Pennsylvania, the Monon, and the Chesapeake & Ohio ply in and out of Tenth Street linking the city with Cincinnati, Chicago, New Orleans, Atlanta, Memphis, St. Louis, Washington, New York, and intermediate points.

The last passenger trains to use Louisville's old Central Station, those of the C&O, moved June 1, 1963, to Tenth Street, thus completing the latter's unionization. Oldtimers who work at Tenth Street will tell you there is no other place like it in all the world.

A baggagemaster there recalls having volunteered to help a smartly-dressed woman aboard a train one night. "I saw her at the window trying to buy a ticket," he says, "clutching an infant with one arm and a package with the other. When I asked if she needed help, she gave me the baby to carry. The train was ready to leave, so we ran to the platform and had gotten to within a couple of car-lengths of her coach when she dropped the package. Glass shattered—I assumed it was the baby's bottle—then I handed her the baby just as the train began to move. On my way back up the platform I discovered that her package had contained a fifth of bourbon!"

Tenth Street Station, built by the L&N over a period of two years, was referred to by the *Louisville Times* as "the largest and finest south of the Ohio River." From the time the first train arrived there about 7 a.m. on September 7, 1891, until late that same night, curious crowds milled over its russet and white mosaic-tiled floor to gape in awesome wonder.

Their gaping was well in order. The architect, F. W. Mowbray, known on both sides of the Atlantic, had used Romanesque decor generously throughout. Huge electric chandeliers hung gracefully from a barrel-vaulted ceiling that arched over four stories above the floor. Atop the semi-circular dome was a skylight with 84 panels of stained glass. At each end of the vaulted arch a rose window, 20 feet in diameter, reflected a dozen colors as light filtered through it. Tall columns with modified Corinthian caps supplied an air of elegance; and around the third-floor offices, overlooking the great expanse of waiting room, was a balcony with a wrought-iron railing. Tennessee marble trimmed the whole interior.

Outside, a tower adorned each corner. The tallest soared 140 feet upward and held a clock with a seven-foot dial on all four sides. In front, people were protected from the weather by a huge iron marquee that extended across a 30-foot sidewalk. A similar marquee in the rear connected the depot with a trainshed over 400 feet long and wide enough for six trains at a time. Additional tracks and butterfly sheds were build in later years to accommodate the nearly 40 trains that ran in and out each day during peak passenger years of the 1920's.

Interior accommodations were plush and many. A ladies' waiting room boasted much more than the comforts of home. Dining-room tables sported real Irish linen and the finest silverware. Besides the barber shop, newsstand, coffee shop, snack bar (although it wasn't called that in 1891), and a lengthy deck of ticket windows, there was a special entrance for ladies on 10th Street.

Among the many celebrities to use this station was Sarah Bernhardt, the "Divine Sarah," who arrived about a month after the grand opening, to appear in two French plays. This great lady of the stage consented to try her famous voice, which was slightly high-pitched, in the cavernous confines of the vast waiting room. Echoes ricochetting off the Tennessee marble trim played hob with her dramatic rendition. Piqued, she flounced out in a huff, boarded a waiting carriage, and headed for her hotel.

Other well-remembered figures who stopped at Tenth Street included four whistle-stopped Presidential campaigners: Franklin D. Roosevelt, Harry S. Truman, Thomas E. Dewey, and Dwight D. Eisenhower. Mr. Truman delighted several thousand people with one of his "give 'em hell" speeches from the platform of his private car.

A gargantuan crowd showed up

E. G. Baker, 1414 Phyllis Street, Louisville, Ky.

March '41: the advance publicity-advertising car for one of the great circuses of modern times is parked at Union Station while its staff prepares Louisville for arrival of the big top itself. Soon the city will be plastered with billposters.

It's ten o'clock at night. L&N's southbound *Humming Bird* loads at Louisville Union Station in this 1960 camera study.

David L. Englert, 819 S. Taft Street
Indianapolis, Indiana

there not long after the close of World War I to greet General "Black Jack" Pershing. The military leader was presented with a bouquet of roses, which he proceeded to give away—a blossom at a time—to the females present. A small Negro girl stood coyly between a couple of benches watching the General from afar. Pershing spotted the child on his way across the huge waiting room and broke through the crowd to give her a rose.

Not long afterwards, the L&N's crack Cincinnati-New Orleans passenger train *Pan-American*, making its inaugural run December 5, 1921, was accorded a rousing welcome by hundreds of citizens as it backed in under the long trainshed. Engineer B. F. Schulte had run the train all the way from Cincinnati non-stop. When he reached Louisville, water was barely visible in the gage, so they had to hustle his engine to the roundhouse just back of the station for quick servicing.

Railroad security men will tell you that Tenth Street may be a pleasure for many but to them there is "some kind of headache" just about every day. Their problems include abandoned children, elderly couples who lose their tickets and money (employes around the station usually dig down in their pockets to help), and the record shows at least one suicide and a murder in the great vaulted edifice.

"One time a slinky looking babe got off the Pennsy's night train from Chicago," said the chief in charge. "I guess we all were so goggle-eyed at her looks that we forgot to check her out. She set up shop in one of the pay lockers where she kept a change of clothes and make-up. That promiscuous dame would contact men in the coffee shop, the dining room, or the waiting room—almost anywhere. One night she'd leave with a sex-hungry guy on No. 5 for Birmingham, or head for Atlanta or Memphis. But in a couple of days she'd be back with another sucker to share his Pullman accommodations.

"One morning a man came to my office rather sheepishly, saying he'd been rolled the night before on a sleeper from Memphis. The much-traveled harlot turned out to be the guilty party. We caught her just as she was packing to leave. In her locker we found bill folds, purses, watches, and numerous other things she had taken from no telling how many people. We checked her out, permanently."

Although human beings provide nearly all of the drama in and around Tenth Street, the station itself became the center of attraction on the sweltering hot night of July 15, 1905. Even today there is still some doubt as to how it happened. A chief clerk in the division superintendent's office, working late that night, said he had smelled smoke at 9:44 and he, along with a porter, went to investigate. As they opened the door of a file room on the third floor, flames and smoke billowed forth, and they promptly spread the electrifying news: "The depot is on fire!"

Trains waiting under the big shed to the rear were shunted speedily to outside tracks in the yard as the city's horse-drawn fire-fighting equipment rushed to the scene. A second alarm sounded within a few minutes, and then the fire chief turned in a general alarm. Soon practically every piece of fire apparatus in the city had converged on the depot, by then a roaring mass of flames.

"The fire presented a spectacle of almost unequaled grandeur in the history of Louisville fires," the *Courier-Journal* stated the next morning. "Some 15,000 to 20,000 people thronged the streets and often hampered the fire-fighters. Many from the Victoria Hotel across the street appeared in night clothing."

It was a losing battle. The blaze ate into heavy timbers that supported the wood interior. The tower clock high above the street kept running faithfully until 10:15, when its hands burned off. Soon afterward the cathedral-glass dome crashed to the waiting-room floor. Flames and sparks shot upward for hundreds of feet, threatening to ignite surrounding buildings.

But even before the ruins cooled the next day, work began on a temporary depot. Using the stock blueprint of a small town station on file in the chief engineer's office, carpenters within two days had built waiting rooms, toilets, and ticket windows under one side of the big trainshed. Tenth Street was back in business

Meanwhile, inspection revealed that the two-foot-thick masonry of the gutted building was practically intact, debris was removed and carpenters went to work. On December 20, 1905, the rebuilt Tenth Street Depot was reopened just in time for crowds traveling home over the Christmas holidays.

Countless fond greetings and tear-streaked farewells featured old Tenth Street, especially in wartime. On one occasion during World War II a sailor asked his clinging girl friend not to see him to the train, saying that the parting right there in the station would be less hard to bear. She agreed, and they said good-bye with a long passionate embrace near the Broadway entrance. Then he put her in a taxi and watched her drive away.

"I helped him through the waiting room with his gear," says an old porter, recalling the incident. "After that, another girl rushed up to him just outside the gate leading to the platform.

Painters and window-washers at work nearly 5 stories above waiting-room floor of Louisville Union Station. Note the barrel-vaulted ceiling and the rose window measuring twenty feet in diameter.
Photo by Robert L. Kirkpatrick

She had big bouncy breasts, a face like a Madonna, and a shapely rear end. Man, you never saw such hugging and kissing!"

Undoubtedly Tenth Street's golden years coincided with the fabulous Steam Age. Some of the finest coalburners owned by the L&N, the Pennsy, the Monon, and the old Louisville, Henderson & St. Louis (now L&N's Evansville line) steamed in and out of Tenth Street's train shed. Biggest were Pennsy's T-1 class Duplexes and L&N's massive M-1 Berkshires.

During steam's waning decades, train-watching became a national pastime. Railroad buffs, young and old, schoolboys and businessmen drifted down to Tenth Street, many with cameras. The management didn't take kindly to cameras on the premises, so the gateman wouldn't let the fans through just to take pictures of trains. That was when buffs discovered the coal pile.

In order to supply the needs of steam power, the Union Depot maintained an enormous coal pile and a water tank of 30,000 gallons capacity in a service area nearby. The heap of black diamonds was pressed into service by fans who used it as an inconspicuous place from which to watch and photograph trains serving the station.

Late afternoons on the days the Chicago-bound *South Wind* ran north were choice times. Shortly after five, the train streaked in from the South behind engine No. 295 or 275, both L&N Pacifics with streamlined cowls and long-distance tanks. The Pennsy quickly took over with a streamlined K-4 for the run to the Windy City. Meanwhile, first 98 was approaching, also from the South, followed by the Memphis section of *The Pan American*, then No. 151, from St. Louis and Evansville.

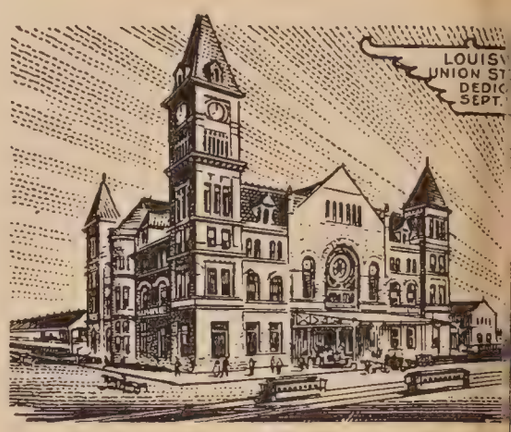
By the time the last train arrived the setting sun had reddened the sky and it was time for schoolboy train-watchers to head home for dinner.

A few years later some of those same boys, now more or less grown up, were driving to the old coal pile in automobiles with their girl friends. Between trains they necked and smooched and who knows what else? One evening a group of male teen-agers, dressed in tuxedos, ducked out of a high-school prom, snitched a magnum of champagne en route, and made a bee-line for the coal pile to watch the trains arrive and depart. The champagne ran out before the last train left at 2:18 a.m.

Fortunately, most crises at Tenth Street were small ones. After the 1905 fire, more than 30 years passed before the next major disaster. That was the Ohio River flood of January, 1937. Abnormal rains fell throughout the month and the river rose rapidly to heights probably never reached before or since. It flooded the streets around Louisville's Union Station, filled the basement almost to the floor of the waiting room, and trapped some passenger cars in the yards. No trains reached the station for 12 days. Tenth Street stood in ghostly silence without lights or heat in a sea of water that also covered much of the city.

But neither fire nor flood could keep Tenth Street Station immobile for long. After the muddy waters receded, everything was dried out in time to accommodate the sporting types who came by rail to attend the 1937 Kentucky Derby on the traditional first Saturday in May.

Probably the most colorful of all trains that steamed in for the Big Race was the *Texas Special*, which made its last trip in 1962 after nearly two decades of Derbies. Many of us still fondly



remember it. A typical consist included 12 sleepers, the unique shower car, two diners, and a lounge car complete with an organ, an organist, and a special *Derbie Ditties* song book. Dubbed "The Millionaire Special," because that just about described those who rode it, the train was originated by the Texas & Pacific. It waited on tracks 5 and 6 in the grade yard, where it served as home while the Texas horse enthusiasts went to Churchill Downs. The shower car was the only one of its kind known to railroading, so far as we know, and the T&P also brought along its own air-conditioning system.

Packing them in at Tenth Street during Derby time in those peak years of passenger service was quite a drama—and still is, for that matter, but in lesser degree. Besides the T&P special, which usually showed up two or three days before Derby Day; other trains continue to arrive in increasing numbers right up to mid-morning of Derby Day itself. Then, after the races are over, everyone wants to go home—usually at the same time. Thus, even in 1967, the Derby Day doings at Union Station is passenger railroading at its hectic best.

To move Derby traffic on the homeward trip passengers are loaded as they pour into Tenth Street. As each string of cars is filled, a locomotive is coupled on and away it goes, usually as a second, third, or fourth section of regularly scheduled trains. A passenger representative recalls that in the days of steam nine sections of No. 98 left for Cincinnati one Saturday night, follow-

ing the Derby. He also remembers a couple who staggered into Tenth Street to board a train for Mobile, Alabama.

"Both were drunk," he says, "so I helpfully steered them in the direction of the sleepers. They managed to get aboard, singing a whisky-flavored version of *My Old Kentucky Home*. I promptly dismissed them from my mind.

"But next morning I received a call from the district passenger agent's office at Nashville, where the couple had gotten off. It seems that when they woke up sober, in the same Pullman berth, they didn't even know each other! The man realized that he should have been on a train for Atlanta while the conscience-stricken lady recollected that she should have been occupying space with her husband in a sleeper en route to Pittsburgh!"

With only a scanty number of passenger trains running today, you see fewer people in the immense waiting room at Tenth Street, and then mostly at train time. They hurry in and out, usually with nobody to see them off or greet them at the end of a journey, and thereby miss being part of the Union Station drama.

Still running in and out of Tenth Street are the joint Pennsy-L&N *South Wind*, the L&N's *Pan-American* and *Humming Bird*; the C&O's Kentucky section of the *George Washington*; the Pennsy's *Kentuckian*, the Monon's *Thoroughbred*, and a few others. But *The Azalean* and *Jacksonian*, *The Flamingo* and *Gotham Limited* and *Cincinnati Limited*, and the *South Atlantic Limited*, to name a few, have long since become memories. The security men still complain of headaches—although they no longer have so many moochers, con men, or classy dames with no visible means of support except their voluptuous shapes.

Probably the liveliest moment in recent years at Tenth Street was one morning during the arrival of Pennsy's No. 94, the overnight *Kentuckian* from Chicago. No one would admit just how it happened. Before the conductor could signal the engineer, the rear Pullman had been backed over the bumping post and through the iron fence. There it cut two neat tracks in the concrete floor of the concourse before it was stopped just inches short of masonry outside of the stationmaster's office.

Drama? Realism? Suspense? A little less frequent perhaps, but it's still available at Tenth Street, Louisville's great Union Station. •

Coach yard of Louisville Union Station on Derby Day, 1967, showing line-up of "brass-railers" from St. Louis, West Palm Beach, Cincinnati, and Fort Wayne.
Charles B. Castner, assistant manager of L&N News Bureau

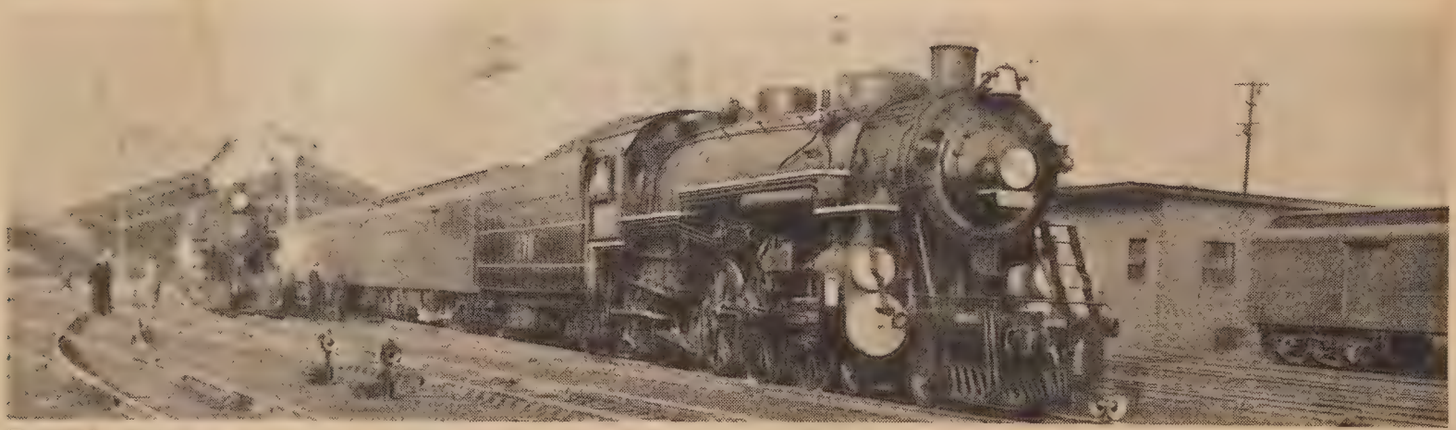
Photo by Robert L. Kirkpatrick, Louisville, Ky.

Many a light flirtation or serious romance starts in Louisville Union Station. We wonder how the checkroom girl, Betty Hammond, is reacting to this Navy man.

Some of the Steam Monarchs of Bygone Days That Pulled Passenger Trains into and Out of the Famous Old Louisville Union Station.

The Pennsylvania's afternoon train from Chicago in 1947.

Photo by E. G. Baker

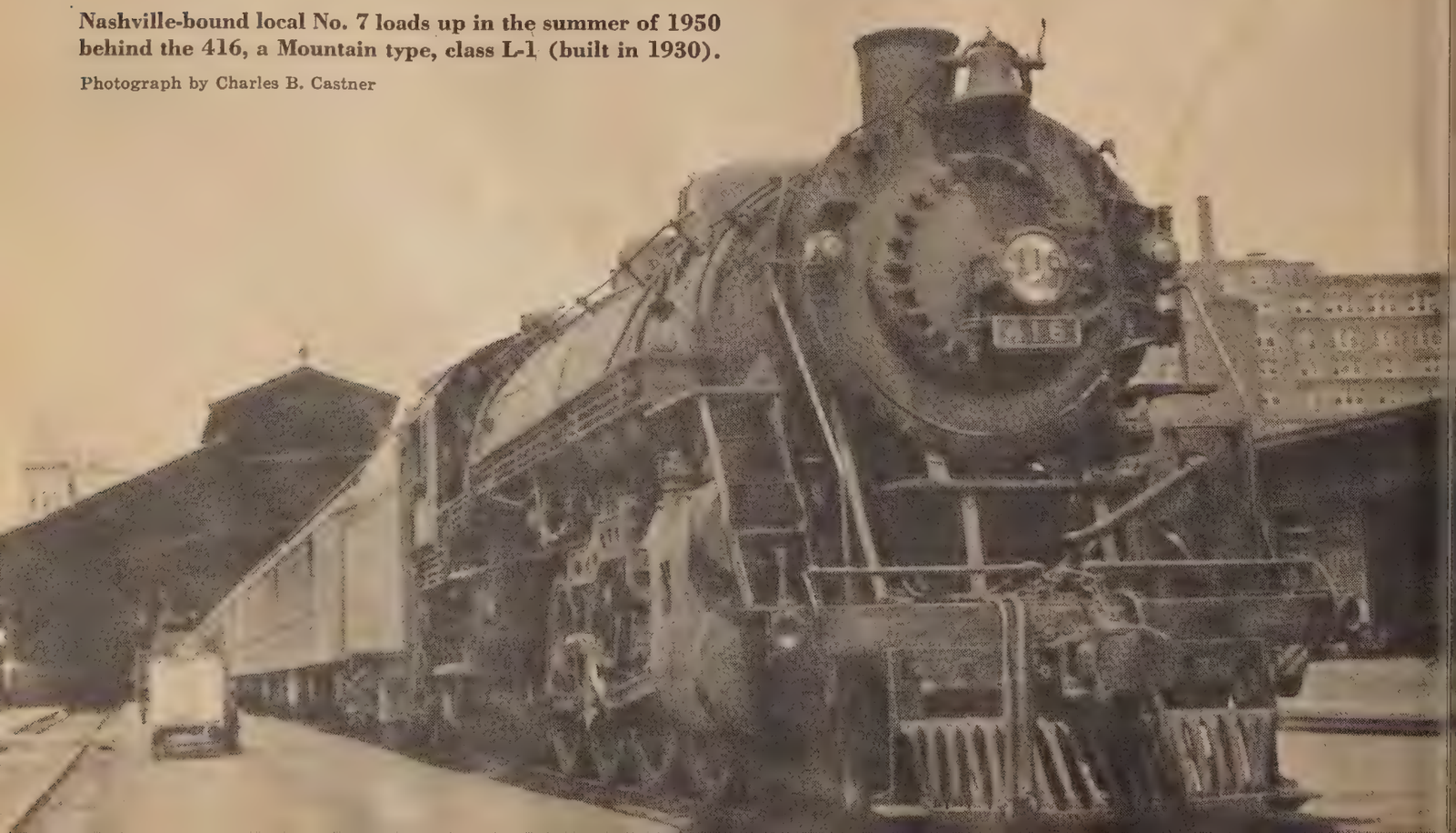


Dec. 18, 1941 maiden run of L&N-Pennsy train *Jackson* that, with help from other roads ran between Chicago and Miami for one season only, being a wartime casualty. We see L&N Pacific No. 275, K-5, with "long-distance" tank.

Photograph from Louisville & Nashville archives

Nashville-bound local No. 7 loads up in the summer of 1950 behind the 416, a Mountain type, class L-1 (built in 1930).

Photograph by Charles B. Castner

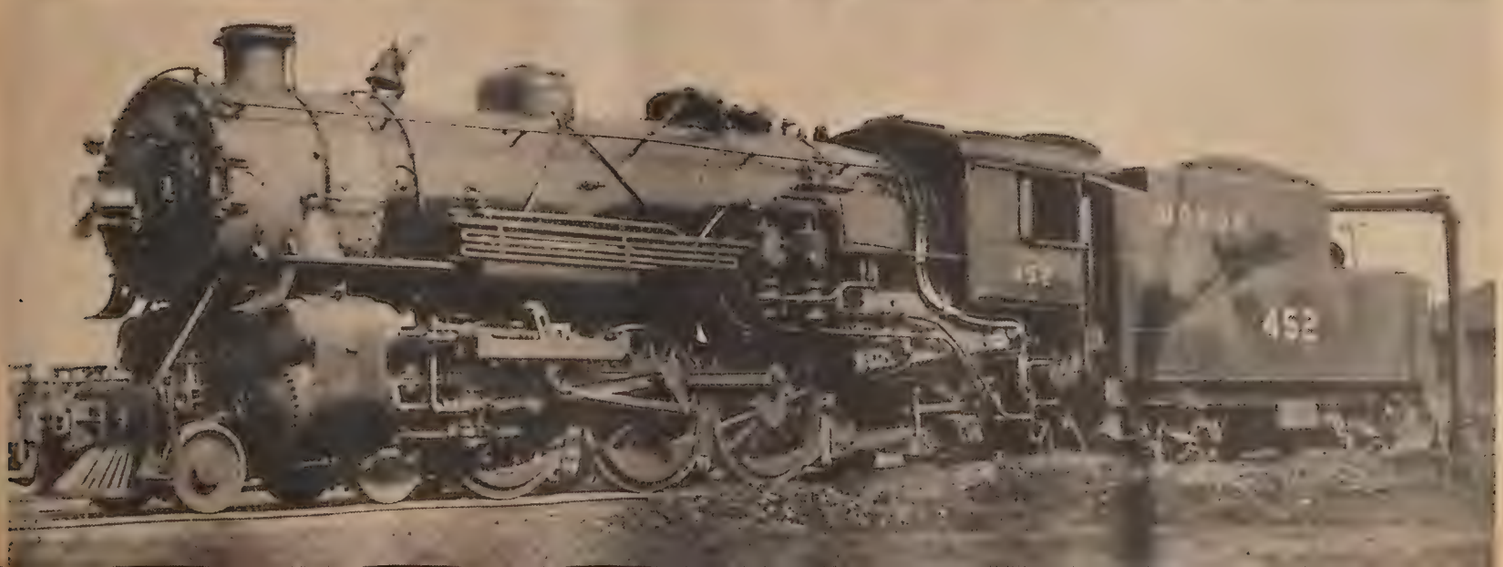


New passenger diesel, in 1950, is lined up near Pacifics and switchers, with Louisville & Nashville office building in background. At the far right you see a 600-series 0-6-0 yard goat (built in the 1880's). All the steamers have since been scrapped.
W. Terrell Dickey, Jr., 2208 Wynnewood Circle, Louisville, Ky.

High noon in mid-summer 1950. The train is L&N's No. 8, Cincinnati-bound with 4-8-2 engine 412, class L-1 (Baldwin, 1926).
Photograph by Charles B. Castner

Photograph by E. G. Baker

April, 1947: late afternoon in 10th Street's engine yard finds a shiny Monon Pacific taking water in layover between runs.



STEVE MAGUIRE'S

TRANSIT TOPICS

Tree dwellers? No, just linemen at work at the Columbia & Southwestern Ry. trolley museum. Their platform is atop ex-Cleveland Transit System car 021.
Bill Vigrass, 1494 Cohassett Ave., Lakewood 7, Ohio

TWENTY major cities in North America, Europe, and Japan now have subway projects under way—for a total of almost 150 miles. This includes 19 miles of construction in Oakland, Berkeley, and San Francisco, Calif. Cities where subway projects are either under way or about to begin are:

Stephen D. Maguire

North America: New York, Boston, San Francisco, Cleveland, Philadelphia, Toronto, Montreal, and Washington, D.C.

Europe: London, Paris, Berlin, Milan, Stockholm, Moscow, Barcelona, Hamburg, Rotterdam, Munich, and Vienna.

Japan: Tokyo and Osaka.

CONSTRUCTION of San Francisco subway, proposed by city officials for more than half a century, was finally begun by 126 school children who officially broke ground for it last summer at the intersection of Powell and Market streets. Civic leaders and other dignitaries stood by while the kids, armed with shovels, scooped out the dirt.

The two-level Market Street subway is being built by the Bay Area Rapid Transit District as part of its current 75-mile regional rail transit project. City officials have approved plans to close—for about two months—a 225-foot length of Mission Street north of 23rd Street. The action is necessary because Mission Street will not accommodate both heavy digging equipment and automobiles at the same time. Construction of the subway will take about 2½ years. Trains are scheduled to begin running there in mid-1970.

Public rail transportation on Market Street began in 1860. Chronology:

1860: First experimental horse-drawn streetcars inaugurated July 4th by Market Street Railroad.

1863: Steam-car service begun by San Francisco & San Jose Railway on Market Street between Valencia Street and the present site of the Palace Hotel.

1868: Board of Supervisors prohibits operation of steam-powered vehicles on Market Street. Horsecar service is resumed.

1882: Leland Stanford and associates from Market Street Cable Railway Co. All Market Street lines are reconstructed for cable service.

1900: Proposal is made for construction of "rapid transit" subway beneath Market Street—similar to those already in operation in New York, Paris, and London.

1906: Earthquake and fire April 18th brings end to Market Street Cable Car operation. First electric streetcar service inaugurated April 28th between Fifth Street and Ferry Bldg.

1912: San Francisco Municipal Railway begins operation.

1913: Horsecar service ceases on Market Street on June 3rd. Official report by City's transit consultant, Bion J. Arnold, recommends construction of subway.

1918: Four-track streetcar service inaugurated on Market Street (Muni Railway and privately-owned Market Street Railway).

1931: City Engineer recommends construction of 2.7-mile streetcar subway beneath Market Street. Estimated cost, $22 million.

1936: San Francisco Public Utilities Commission proposes 8.3-mile Market Street subway project. Estimated cost, $53 million.

1947: Four-track streetcar service discontinued on Market Street.

1948: Official city study plan proposes $90 million transportation network including Market Street subway.

1956: Nine-county Bay Area Rapid Transit Commision recommends establishment of regional transit network, including San Francisco subway.

1962: Bay Area voters approve $792-million bond issue to finance BARTC development program.

1967: Construction of Market Street subway begins with groundbreaking July 25th.

July '67: Preliminary work on utility relocation and reconstruction of sub-sidewalk basements.

Aug. '67: Pile-driving starts for station excavation. Removal of street-light standards and narrowing of sidewalks.

Oct. '67: Initial excavation and decking of street.

Early 1968: Diversion of streetcar and bus lines around station excavations.

Spring '68: Major excavation under way.

Fall '68: Excavation of connecting tunnels begins.

Early 1970: Start of architectural finish work, track installation, and electrification.

Mid-'70: Rapid transit trains begin subway passenger service.

This is not Gulliver returned to Lilliput in modern dress; it's Kenneth V. Sampson looking over model of monorail he designed for Seattle World's Fair.

Old section of Istanbul, formerly Constantinople, with tramways and cobblestones, is shown in 1960 photo.
William D. Middleton, CEC, USN, U.S. Naval Air Station, F.P.O., San Francisco, Calif.

Donald A. Hansen, 3904 19th St., San Francisco 14, Calif.

This electric freight operation, photographed in 1959, was used by the Sacramento Northern Railway in the sister communities of Marysville and Yuban City, Calif. Here it heads down a Yuba City street to bridge linking it with Marysville.

This California Railway car was photographed in 1898 at Tidal Canal terminal. Built the prior year by Carter Bros., it was demotorized in 1904 and sold to the Tonopah & Tidewater Railroad as a passenger trailer. The original owner (located in Oakland, Calif., at the time of this picture) eventually merged with East Bay Street Ry. and abandoned its tracks in 1936.

From collection of G. G. Allen

WHEN the 358-mile Pennsylvania Turnpike was built a quarter-century ago, only one interurban line required an overpass above it. That one was erected east of New Stanton, Pa., to let cars on the West Penn Railways main line, Greensburg-Connellsville route, cross over the new highway. A 1000-foot single-track steel bridge was built; but even after the structure was abandoned in 1952 it remained in position, serving no purpose but being too big to remove without much delay to the traffic below.

For 15 years thereafter, the unused span served as a silent reminder of days when the West Penn operated nearly a dozen interurban lines in the area. Last May I saw it still there, but on my next trip along the turnpike, in June, it was gone. The fact that one side of the roadway in that vicinity was being resurfaced probably supplied the opportunity to remove the towering old structure. That bridge was last used Aug. 10, 1952, the day after it was officially abandoned, when a railfan special consisting of cars 733 and 739 ran to Greensburg and back.

WE SAID last August that we didn't think Alaska ever had a streetcar. "I don't think so either," writes David K. Johnson, Box 464, Nashua, N.H. 03060, "but I saw a picture in a Brigham & McFarlane geography book, dated 1916, showing car No. 2, that looked like a railroad-roofed trolley car with a metal front pilot, on a track, with no pole or overhead wire visible. It was captioned, 'A Government railroad in Alaska.'"

From the reproduction David sent, I would say this vehicle was a Fairbanks-Morse 4-cylinder gasoline motor car of design 24. That type ran about 50 years ago on some small non-electrified lines in the U.S. such as the St. Joseph Valley Ry. in Indiana and the St. Tammany line between Mandeville and Abita Springs, La.

Roger Arcara, 2405 Marion., New York, N.Y. 10458

Former Brooklyn, N.Y., horsecar which served on the Marion River Carry RR., 1900 to 1929, is now displayed at Adirondack Museum, Blue Mountain Lake, N.Y.

THE WATERTOWN streetcar line of Boston's Massachusetts Bay Transportation Authority is being replaced by buses that are air-conditioned in summer, reports Norton D. Clark, 21 Endicott St., Newton Highlands, Mass. 02161, who says the move is a 6-months experiment, beginning September 9th. MBTA thus hopes to save $175,000, besides releasing the line's 41 cars for use elsewhere on the system. Plans to buy surplus cars from the Toronto or Pittsburgh systems seem to have been dropped.

New bus routes to replace the trolleys run along the car line to Kenmore Square subway station, where riders transfer for the rest of the ride downtown. Another new route goes from Newton Corner via the Massachusetts Turnpike Extension, exiting at the South Street ramp to the downtown city streets.

Now in Blackpool, England, 1885 doubledecker is Great Britain's oldest extant tram. Seats 16 on top, 16 inside.
Ara Mesrobian, 7410 Connecticut Ave., Chevy Chase, Md.

Who knows this one? Oldtime RPO trolley car and its crewmen remain unidentified, at least to your *Transit Topics* editor.
Collection of Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

TORONTO Transportation Commission may replace all of its 153 trolley-buses with new trackless equipment, according to M. Sendecky, 14 Rennie Ter., Toronto 3, Ont., Canada, if two prototype trolley-buses now on order are successful.

Vanishing Millions

LITIGATION between the Port Authority and the Pittsburgh Railways over the valuation of transit lines taken over by PAT's condemnation proceedings in 1963 has been settled by PAT's giving the Railways Company $16½ million as full payment. PRYS had originally valued its operations at $41 million, while PAT figured it at $5 million, hence the litigation to establish its true value.

Actually the settlement may get PRYS a tax loss "benefit" of $24½ million, entitling it to a $1.8 million tax refund for 1965-'7, and it will start next year with $15 million in carry-forward losses on the books. Financially, therefore, the company is in fine shape and has diversified its interests from transit to include burglar- and fire-alarm systems, magazines, books, private label packaging, etc., reports Jim Cerny, our Pittsburgh correspondent.

But the Port Authority's situation is less happy. PAT now owns a lot of old PCC cars is can't use but would sell to anyone on request; and it again had to dip into its "kitty," which boasted $45 million when it first took over Pittsburgh operations.

There was over $21 million in the kitty July 13th; next day it dwindled to $4½ millions, and even that will soon be gone. The $45 million was borrowed from five Pittsburgh banks in 1963 to help the Authority get started. Long-term revenue bonds were to be sold to repay the banks. But the bonds haven't been sold yet, and interest on the $45 million passed $3 million as of the agency's 1966 annual report.

When the bonds are sold next March, the real bills will start piling up on the commissioners' desks. PAT will find itself in a financial position somewhat like this:

No reserve working capital. A mounting annual operating deficit of $3 million plus. An annual depreciation on its equipment that has now reached $7,892,000. An annual debt service of $2,546,250 on the bonds over the next 30 years.

PAT also faces the problem of where to get an estimated $800 million to install a proposed rapid transit system to serve Allegheny County.

In the past, PAT has been able to tap the kitty to pay for things that the commissioners wouldn't pay for—such as a portion of the operating deficit. But when the bonds are sold and the banks are paid off, there will be no kitty. What's left probably won't even pay a $5,796,769 bill that PAT committed for contribution to Federal Capital Grant and Demonstration Projects.

In the past, the commisioners have paid part of PAT's operating deficit, but after March they'll probably have to pay all of it.

SOUTHERN CALIFORNIA Rapid Transit District may not be making much real progress toward its main goal, but at least it's getting money for studies, the latest being a $975,600 Federal grant to broaden planning for all types of rapid transit in the area.

The matching grant will permit the RTD to study a proposed highspeed line linking downtown and International Airport and investigate the use of commuter service on existing railroad lines.

It also paves the way for studies of the feasibility of exclusive bus lanes on future freeways and planning for proposed transit routes beyond the 4 priority lines now being engineered, RTD officials say.

The grant from the Department of Housing and Urban Development represents the first Federal money allocated to a transit agency here and will be matched by $487,000 in RTD funds.

It supplements $3.9 million in state tidelands oil funds the district received from the Legislature last year to complete preliminary planning and engineering for a projected 4-line, $800 million priority system. The money is available under a 1966 amendment to the Urban Mass Transportation Act. Planning grants were previously awarded Atlanta and Seattle.

The grant approved by HUD is much less than the amount requested by the district. The RTD applied for $2.38 million last November, but district officials said they hoped other money would be made available later as HUD appropriations are renewed.

Since 1954, the RTD and its predecessor, Metropolitan Transit Authority, have spent nearly $5 million for surveys, studies, and engineering work on proposed plans. The Federal grant raises the amount of money available for this effort to nearly $6 million.

Sweden's real underground is not international spies but the Stockholm subway. American Swedish News Exchange, New York, N.Y.

Sweden Losing Trams

MANY trolley lines in Sweden had to change to buses on September 3rd, when that nation became the last country in continental Europe to change the rule of its road from left-hand to right-hand traffic driving. Now, only the European island countries of Great Britain, Ireland, and Iceland still conform to the old practice of driving on the left side of the roadway. According to John Ennis, 1310 11th Ave., Neptune, N.J., the only other countries that still cling to left-hand driving are Japan, India, Ceylon, Australia, and parts of Africa.

The changeover resulted in abandonment of nearly all of Stockholm's trolley lines because their cars have doors on left side only. With new subway construction, it was found cheaper to substitute buses, since many lines would eventually fall to the underground extentions. Only Route 12 that runs from the lake shore through rural residential districts on right-of-way from Nockeby and connects with the subway line at Alvik, 4 miles away, remains a service. Three city tram lines at Halsingborg, Sweden, were abandoned. So was one of Malmo's two lines.

However, all 7 of Goteborg's lines continue to operate—in fact, several extensions are now in progress. Norrkoping has 3 routes still operating. A suburban line at Lidingo which runs into Stockholm remains in operation but will be cut back to the outer city limits.

Before giving its approval in 1963, Parliament turned down six earlier proposals to switch to right-hand driving. In a 1955 referendum, 83 percent voted against it, but recent polls indicate the Swedish attitude is becoming more favorable toward it.

Making Riders Happy

The bone-chilling cold and dampness of drafty, unheated station platforms—long endured as necessary evils of winter transit riding—may well be significant factors in the seasonal decline of passenger traffic on municipal and suburban systems. It is not unusual for disgruntled passengers to abandon frigid stations in favor of cozier private automobiles, even though their doing so aggravates a severe traffic problem.

For this reason Paul K. Jones, mayor of Shaker Heights, and the City Council installed a natural-gas, infra-red. heating system in the underground terminal of Shaker Heights Rapid Transit in downtown Cleveland. This system consists of ten Perfection Schwank PJM4 Marque heaters, the operation of which, we are told, costs an average of 40 cents per hour for the two-track platform.

Thanks to the efficiency of gas infra-red, passengers waiting on the station platform in winter can now enjoy a steady, pleasant warmth, even on coldest days. This system doesn't depend on air temperature. Instead of merely pouring heat into the chilly air in that cavernous tunnel, it directs its radiant energy toward people. Floors absorbing this energy, for instance, not only stay warm and dry in winter but in turn give off secondary radiation to warm the surrounding air by convection.

To warm the air even a few degrees by conventional means would take many times the 48,000 thermal units of a PJM4 heater. And the first rush of air pushed in front of a trolley car or train would blow that warmth away much faster than ordinary space heaters could replace it. But radiant energy—which doesn't rely on air for its effect—is always available, and ready to be absorbed by anything in its path.

What does SHRT get for its investment in heat? Happier commuters and civic boosters. The more people ride the line in winter, the more SHRT prospers. Rush-hour wintertime crowding around the terminal's upper-level staircase leading down to the station is reduced a lot, now that passengers need not shun the platform on chilly days. As one result, trains are loaded and dispatched more efficiently and can run on closer schedules.

"It was bad enough contending with an occasional frozen switch," comments William Edwards, recently-retired chief engineer of SHRT, "but freezing passengers is no way to run a railroad. When temperatures inside the Public Square terminal hovered around 15 degrees for hours at a time, potential riders stayed away in droves. Those who had no choice but to put up with the weather complained loud and long."

The infra-red gas heaters are mounted 10 feet above platform level in two parallel rows. A standard line voltage thermostat turns them on whenever the platform-area temperature drops below 50 degrees. Its automatic operation is a further economic advantage. Because of the success of this SHRT installation, combined with low operating costs, rapid transit systems elsewhere are studying it with a view to adopting it themselves.

New Electric Publications

Trolleys to Canobie Lark Park, the story of the Salem Division of Massachusetts Northeastern Street Ry., is the fourth and last history in a series on the MNE trolley system, written by O.R. Cummings over the past 4 years. An additional book containing photos not published in the others will appear next year. Vol. 4 has 54 pages, 8½x11", with soft cover and staple binding. It covers the western portion of the trolley system running from Haverhill to Lawrence and Lowell, Mass., and to Salem and Nashua, N.H. Most of MNE business centered on the lines to Canobie Lake Park, near Salem, which was (and still is) a busy spot for summer outings. Today it is one of the few remaining street railway amusement parks. The book may be bought from the author for $2.50; address 105 Theresa Court, Manchester, N.H. 03103.

Although no more copies may be available, we should mention that a 16-page story of the Laredo (Texas) Electric Railway, containing several photos, was published recently by the ERA, Texas Division, Milam Bldg., San Antonio, Texas 78205 and distributed to its members along with its monthly *Newsletter.* Little has been known of the small system which served the southern border town of Laredo, and relatively few readers ever saw photos of it, even though the line operated as late as 1935. When opened in 1889, it was claimed to be the first electric line west of the Mississippi River. One route even ran into Neuvo Laredo, Mexico, but was discontinued in 1900.

Last June's issue of *Trolley Talk,* a monthly 8-page publication issued primarily for model railway fans, contained a nostalgic story entitled "The Rollicking Interurban—Now That Was Rapid Transit," written by John McManis. The story and its illustrations originally appeared in the *Detroit News,* Sept. 18, 1966. *Trolley Talk* is available from Wagner Car Co., 59 Euclid Ave., Wyoming, Cincinnati, Ohio 45215, for 35¢ a copy, 5 copies for $1.65.

Copies of an 8-page brochure issued by the Pennsylvania Railway Museum Assn., Inc., to commemorate its 20th anniversary banquet last Nov. 12th are still available at 50¢ each. Included are a short history of the association, its Arden Trolley Museum, and a complete listing of every fantrip sponsored by PRMA from its inception in 1946 until 1966. Contact Harry C. Bartley, 224 Lincoln Ave., Bellevue, Pittsburgh, Pa. 15202., who organized and named the PRMA and was its first secretary-treasurer. ●

Cold and dampness make station platforms very difficult to heat in winter. Shaker Heights Rapid Transit has solved the problem in their underground terminal in downtown Cleveland with gas infra-red units. Radiant energy from these keeps the floor dry and passengers warm regardless of air temperature. An automatic thermostat turns them on below 50 degrees.

Information Booth

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 ***I am interested in old railroad rules. (a) Did one ever tell employees to wear shoes? (b) Cite a rule specifying type of cap a station agent should wear with his uniform.***

(a) Yes, indeed! In 1897 the Dayton Coal & Iron Railroad issued the following: "Passenger conductors must wear shoes while on duty; socks not required." Other DC&I rules included: "All trains will leave on time. No collisions allowed. Trains must stop before running over livestock. Drink nothing but cold water while on duty."

(b) From the Illinois Central *Rules and Specifications Governing the Uniforming of Employees,* July 1, 1947:

Station agents are required to wear uniform cap when on duty on station platform and serving passenger trains. Cap: Black grosgrain, slightly bell-shaped, gossamer band, best hair-cloth, best sateen lining; best selected grain leather sweatband, visor 2¼", 1⅝" band, 1⅝" crown; two black air vents on each side, two small regulation fire gilt buttons fastened with wire prongs; regulation yellow metal cap ornament in center of band; double-loop gilt visor cord 3/16"; gold braid at bottom of bell.

2 ***When did the first train enter Denver?***

June 22, 1870. It arrived from Cheyenne, Wyo. over the Denver Pacific Railroad (now Union Pacific).

3 ***I have seen references to the Great Northern serving Sandon, B.C., Canada, but never saw a map or timetable showing the GN reaching that town. Please explain.***

Sandon is, or was, on the Canadian Pacific. You can spot it on the CP map in the *Official Guide*. Apparently there is no longer a station at Sandon. If you have a British Columbia highway map, look just above the northern Idaho Panhandle and you'll see long, narrow Kottenay Lake. About halfway up the lake is Kaslo; a short distance to the west is Sandon.

Great Northern was involved historically with railroading in that area early in the century, through its subsidiary operations in B.C., according to Frank Perrin, public relations assistant of GN. Some time around 1900 the Kaslo & Slocan Ry. built a 28-mile line from Kaslo to Sandon, probably to serve mines in that area. GN records don't show whether or not the "Big G" was involved in the incorporation of the K&S on April 23, 1892. Nor does construction of the shortline appear in GN tracklaying records. However, GN later controlled the K&S.

GN's timetable collection for that period is incomplete, but records show K&S passenger service as early as June, 1904. The first GN station book which mentions Sandon is dated May 1, 1905. Presumably the shortline was opened for service in 1904. Trains ran daily; it took 2 hours and 25 minutes to cover the 28 miles between Kaslo and Sandon.

To reach Kaslo you took a steamship from Nelson, B.C., a point on the Spokane Falls & Northern Ry. (part of the GN system). The 45-mile water trip up Kootenay Lake took 3 hours on steamers operated by another GN subsidiary. The last time Sandon appeared in a GN timetable was Aug. 17, 1908. The K&S was leased to the CP in 1920.

4 ***Where do I get names and addresses of collectors of railroad uniform buttons?***

We asked Donald P. Court, 41 Hillcrest Rd., Madison, N.J. 07940, who wrote the "Buttons" article for *Railroad* (Sept. '67). He supplied the following list. Don himself has over 4,000 buttons from 1,200 transportation companies, including railroads, trolley lines, and railroad-owned or operated shipping and ferry lines in 70 countries.

John Benson, 1347 Washington Ave., Lorain, Ohio 44052. (180 buttons, 78 steam and transit lines, U.S. and Canada. Also collects lanterns and switch keys.)

Robt. Bowes, 4248 Alden Drive, Minneapolis, Minn. 55416. (1,000 buttons, 300 companies, mostly U.S. and Canadian transit, some steam.)

Robt. L. Elliott, Jr., R.R. 17, Box 398, Indianapolis. Ind. 46254. (120 buttons, 120 companies, steam, transit, U.S., Canada, some foreign steam.)

Arthur Frakes (employed by Kansas City Southern), 3921 4th St., Port Arthur, Texas 77640. (300 buttons, 150 steam and transit lines, whole world.)

Richard D. Fullerton, 54 S. Delmer Ave., Dayton, Ohio, (241 buttons, 183 steam and transit lines, whole world. Also collects overalls.)

Wm. C. Gallagher, 4125 Madrona Rd., Riverside, Calif, 92504. (750 buttons, 300 steam and transit lines, U.S., Canada, some foreign.)

Clyde S. Gehr, Jr., 4317 Concord St., Harrisburg, Pa. 17109. (1,050 buttons, 274 countries, steam from whole world, transit from U.S. only.)

Ted W. Glowinski (Illinois Central employe), 1650 Ridge Rd., Homewood, Ill. (Emphasizes Chicago area.)

John J. Griffin, 100 Grandview Ave., Hartford, Conn. 06114. (500 buttons, 195 countries, steam, transit, "anything that ran on wheels," whole world.)

Edward Higgs (British Rys. engineer), 36 Chartley Rd., Erdinton, Birmingam 23, England.

Francis T. Hughes, 7351 Hawthorne Lane. Indianapolis, Ind. 46250. (600 buttons, 190 steam roads, entire world. Also collects cap badges and lapel emblems.)

Mrs. M. L. Huntington, 47 Madison St., Somerville, Mass. (1,000 buttons, steam, transit, whole world, especially New England.)

Patrick Kirby, 31 Clarke St., Newport, R.I. (1,200 buttons, 100 badges, 27 countries, steam, transit, whole world.)

James F. Lang. 2822 Glencairn Drive, Fort Wayne, Ind. 46805. (300 buttons, 100 steam and transit lines, U.S., Canada. Specializes in trolleys.)

David M. Lee (ex-British Rys. employe), 21 Field Stile Rd., Southwold, Suffolk, England. (700 buttons, badges, and insignia from British Isles railways and shortlines before 1947.)

Denis A. Lewis (British Rys. engineer), 101 Blacon Ave., Blacon, Chester, England. (2540 buttons, 801 companies, 74 countries, all rail transportation, whole world.)

John E.D. Peacock, 4732 Boulevard Place, Indianapolis, Ind. (60 buttons, 35 U.S. steam roads.)

5 ***When did railroads start operating gasoline-propelled handcars?***

Built in 1893, the first one was used for inspection purposes by the superintendent of the Burlington's St. Louis Division.

6 ***Reprint "Wreck on the C&O" and the story behind it. What does FFV stand for?***

The *Fast Flying Virginian*, the Chesapeake & Ohio's first "name" train, was inaugurated in May, 1889, as an all-vestibuled, steam-heated, and electrically-lighted express. It ran solid between New York and Cincinnati via Washington, D.C., with 7 orange-and-white cars pulled by new Rogers 4-6-0's having 68" drivers. (As we go to press, this train is still running as C&O No. 3 but its future is doubtful.)

In early days it had several bad wrecks, the first one being in July, 1889, when the train was only 3 months old. The following December, with engine 143, it piled up between White Sulphur Springs and Ronceverte, W. Va.—probably C&O's worst passenger disaster. Again in 1890 the train was wrecked twice, early that year and October 23rd; the latter is covered by the poem.

No. 4, the eastbound *FFV*, was an hour late pulling into Hinton, W. Va., and engineer George Alley of Alderson, W. Va., vowed to make up the lost time

before reaching Clifton Forge, end of his run. The engine hit a rock slide and turned over, sending the baggage car and mail cars into the Greenbrier River but not derailing the coaches. Refusing to jump, the engineer died in his cab while trying desperately to stop the train and save his passengers. The two firemen, S. Foster and Louis Withrow, jumped and were severely injured.

George was reputed to be the division's fastest engineer. His father, Capt. L. S. Alley, also a hogger, ran C&O's first train—from Clifton Forge to Hinton—when the line was completed in 1873. The wreck which killed George paralleled in some respects Casey Jone's "trip to the Promised Land." A Negro roundhouse worker at Hinton wrote the C&O doggerel (atrociously rhymed). Ten years later another colored engine wiper wrote the original version of the "Casey Jones" song.

There are at least 12 different versions of "Wreck on the C&O," according to Thomas W. Dixon, owner and director of the Alderson Museum, P.O. Box 417, Alderson, W. Va., who is writing a C&O history and wants help on it. He sent us the above details. Prof. Patrick Gainer of West Virginia University supplied this version:

Along came the *F.F.V.*,
The fastest on the line,
Came running into Hinton,
Late behind the time.
When she blew for Hinton,
The engineer was there;
George Alley was his name,
With bright and golden hair.

George's mother came to him
With a basket on her arm,
Says: "George, be careful how you run,
Or you will come to harm.
Many a man has lost his life
From making up lost time,
But if you run your engine right
You'll seldom be behind."

"Mother, I know your warning's true,
But if I only had a local freight
I'd run her to Clifton Forge on time
Or drop her into hell."
He stepped into the cabin,
There was his pal Jack;
He looked over his engine
And looked along the track.

In the cabin they did ride,
Says George: "A little extra steam!
I mean to pull old Number 4
The fastest ever seen.
I mean to pull old Number 4
With nerve known to all
And when I blow for Big Bend tunnel
They'll only hear my call.

"I'll run her into Clifton Forge
Or drop her into hell.
Many a man has lost his life
Working on the railroad.
We've run these roads many a time,
We know them all so well.
I'll drop her into Clifton Forge
Or sink her into hell."

"Look, Look, Jack!
A rock ahead I see!
I know where death is waiting
To grab both you and me.
So from this cabin you must fly,
I'll die for both you and me."
"Oh, no, George, as to that
You and I cannot agree."

"But from this cabin you must fly,
Your darling life to save,
I want you to be an engineer
When I am in my grave."
Just then she made the fatal dash;
Upside down the engine crashed,
The firebox open flew,
And poor George's breast was smashed.

7 *How did refrigerator cars originate?*

"Reefers," as they are often called, date back to the time ice was first used to preserve the milk and butter that trains hauled from farming districts to cities and towns. The earliest reference to such cars we know of appeared in *The Boston Traveler* in June, 1842:

We understand that the Western Railroad (of Massachusetts) are about preparing refrigerator cars, in which fresh beef, pork, veal, poultry, pigeons, venison, wild game, and other fresh meat can by a moderate quantity of ice be kept in perfect order in the heat of summer; and in which (in winter) they can be kept from freezing; thereby, in either case, adding much to the value of the article when carried to market.

These refrigerator cars will be used for the like advantageous purpose to carry eggs, butter, lard, fresh fish, oysters, lobsters, vegetables, cheese, lemons, oranges, strawberries and all berries and fruits and roots, being a mode of transportation of great value for nice delicacies, which bear a good price.

We also learn that it is contemplated that these refrigerator cars shall go with the passenger trains in 12 hours through from Albany to Boston, and shall be placed between the tender and the passenger cars, giving additional security to the passengers in case of accident.

It may be asked: "What is a refrigerator car?" It is simply a common car, with a hole at bottom which you stop by a sponge, the sponge allowing the water to drop down while it impedes the air coming up into the car. Then you have four inches of powdered charcoal on the sides and top and bottom of the car compactly, between the two boards which form each of the sides as well as the top and bottom.

A year later (July, 1843) the *American Railroad Journal* announced:

At this moment pure and wholesome milk is sold all over the city (New York) at 4 cents per quart. The previous concoction sold at 6 cents per quart. This wonderful revolution has been wrought through the agency of the New York & Erie Railroad.

The cows are milked in the morning at Goshen and its vicinity, the milk put in cans containing from 60 to 75 quarts, into which a tin tube filled with ice is inserted and stirred until the animal heat is expelled from the milk. It is then sent by the railroad, and arrives, a distance of 80 miles, at the milk depots (which are numerous in the city) in 4½ hours.

The tube filled with ice is again inserted and the milk thus kept cool and sweet until sold. It can be offered to the public at 4 cents per quart, of which the farmer gets 2 cents per quart and is well satisfied, as it yields more than butter at 25 cents per pound.

Although vehicles carrying milk at that period could hardly be termed *refrigerator cars,* this was probably the beginning of a large and lucrative railroad freight business that continued until the automobile milk truck chiseled in on the game, using the public highway for a right-of-way.

The first reefer we know of made its debut in June, 1851, on the Northern Railroad of New York (later Ogdensburg & Lake Champlain and then the Rutland). This was in the summer of 1851, less than a year after the road began operation between Ogdensburg and Rouse's Point on Lake Champlain, 118 miles.

An O&LC freight official visualized an icebox on wheels and explained his idea to the road's president, T.P. Chandler, who thereupon ordered the master mechanic to set up such a car. In those days, farmers got only 12 cents a pound for their butter. The first reefer, loaded with 8 tons of it, was sent to Boston and stood on a siding there until merchants eagerly bought the entire lot. Even after paying all charges, the farmers realized 17 cents a pound on the shipment. So they voted the car a success, and the idea soon spread to other railroads.

In 1857 Gustavus Swift, a Chicago meat packer, founded the first refrigerator-car service for dressed meat, shipping it to New York and Boston. Eight years later a refrigerator car, built in San Francisco, hauled California fruit to Chicago, using a fan-blower driven by one of the axles to circulate cool air through the ice and around the boxes of fruit. Nowadays, of course, reefers use automatic refrigeration.

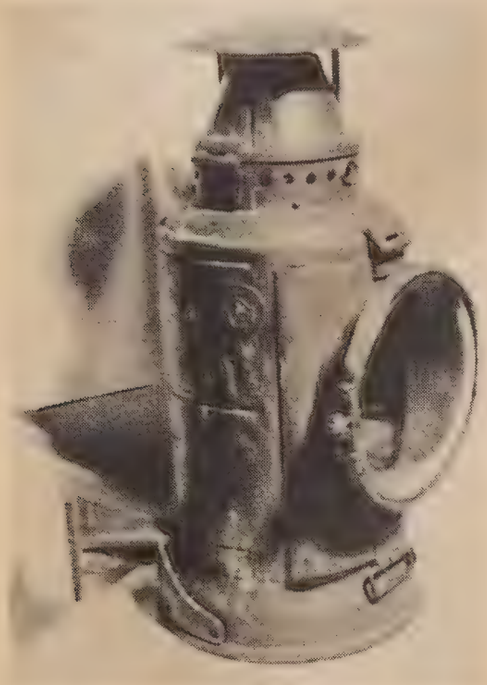
8 *What is unusual about the Southern Railway's 6100?*

Reputedly the world's first diesel road freight locomotive, No. 6100, with 5400 hp, was bought by the Southern and placed in service May 29, 1941, and is still in operation.

Running Extra

"We are rebuilding ex-Wheeling & Lake Erie business car 03," writes Dr. Howard R. Blackburn, director of Indiana Museum of Transport and Communications, Inc., Box 83, Noblesville, Ind. 46060. "It is an 80-foot wooden observation car with a steel underframe, built in 1888. N.Y. Central's Grove shops are putting it back into mechanical condition for interchange service. Is this is the oldest passenger car that would qualify today for such service? I'd like to hear from any group with an older car usable in rail travel."

"The other day I bought an antique lantern in a 'flea market' and want to know what it was used for," writes Douglas Preston, 54 Elm St., Cooperstown, N.Y. 13326. "It is 14" tall, with a top marked 'The Non-Sweating Adlake Lamp, Chicago,' and it bears a Pennsy keystone. Its clear lens is 5¼"in diameter and its heavy bracket may be adjusted to any one of 5 positions by a spring release catch. Presumably it had a bail or handle on top. There is a kerosene burner, with a tank of nearly one pint capacity."



Doug Preston's relic. (See item below.)

Our Sept. issue had a photo described as "The first diesel-electric switcher . . . built 1938." We meant to say "the oldest extant," not "first." E. Harper Charlton reminds us that a GE 200-hp diesel (presumably the world's first) was built as long ago as 1918 for the Jay Street Connecting Railway in Brooklyn, N.Y. Six years later Alco-GE turned out various 60-ton jobs with Ingersoll-Rand diesel engines. In 1927 Baldwin-Westinghouse built twin units, each 300 hp and 2-axled, for the Long Island Rail Road. In 1929 the same builders outshopped a 400-hp diesel for American Steel Wire Co. while Whitcomb built a 600-hp. 80-ton, yard switcher for the Milwaukee Road. In 1931 GE produced a 60-ton, 300-hp diesel for Bush Terminal, New York City. The above are a few examples culled at random from a long list of pre-1938 diesels. Harper adds: "The 20-ton GE industrial loco (built in 1938) shown in your picture was probably first of that particular class of lightweight and hp."

Thanks for the information, E. H. C.

"Years ago the Dominion Atlantic Railway ran between Windsor and Truro, Nova Scotia," writes Walter S. Ehrenfeld, Box 867, York, Pa. 17405. "Around 1930 it had a beautiful locomotive, probably a 4-4-0, painted maroon with gold trim and bearing a seal of Evangeline. Can anyone tell me what happened to that engine, where I can get a picture of her, and is there a model available which might be fairly close to her construction in O gage?"

No. 12, the 4-4-0 *Park Ridge,* was the last new loco bought by the New Jersey & New York before the Erie acquired control of that line in 1896, according to Lawrence E. Stalter, 32 W. Park Ave., Park Ridge, N.J. 07656, commenting on item 9 in September department. She had a Roger builder's plate of March 6, 1895, and may have been the only engine ever to have a clock as part of the locomotive herself. Like many other roads, the NJ&NY named some of its locos for towns along the line. The residents of Park Ridge, glad to have an engine named for them, bought a clock and had it permanently affixed to her cab. Sold to the Erie in 1911, No. 12 ran until she was scrapped in July, 1921.

Comment on our item about the world's oldest railway station (June '67) comes from Mike Farrell, 2202 Westchester Ave., Baltimore, Md. 21228: "Ellicott City is 12.8 (not 30) miles west of Baltimore. That B&O depot still serves trains, having an active Railway Express Agency, but its waiting-room benches are gone. Although some turntable remains are still there, they take some searching to find. Ellicott City was never the end of the line. In earliest days the place was called Ellicott's Mills.

"Of interest to railfans is an old stone bridge, near the east end of the station, that runs the tracks over Frederick Road. Though obviously altered, original parts of this bridge remain. From it streetcar fans can spot the ends of several rails, relics of the Baltimore Transit line which ran to Ellicott City. Directly across the Patapsco River from the streetcar tracks you see stone abutments of the bridge which carried trolley lines across the river.

"The B&O's Clare Museum in Baltimore includes what the company says is the building where the first tickets for regularly-scheduled passenger trains were sold. This building is probably the original; even the ancient ticket window has survived. Thus it seems likely that the world's *two* oldest railway depots—terminals of the original B&O line—are in the Baltimore area."

History of Frisco No. 1351, a Pacific type displayed at Mid-South Fair Grounds in Memphis, Tenn., is wanted by F. H. Hilliard, Rte. 2, Box 125-A, Byhalia, Miss. 38611. He also seeks the words of an old poem entitled "Boomer's Lament," which begins with "Frost on the headlight, snowflakes in the air."

"Last March you mentioned the trick that some passengers had of riding long distances but paying for only the first and last portions of the ride," writes Larry Seabury, 49 W. 32nd St., New York, N.Y. 10001. "That was done on the Erie in early days, according to Botkin-Harlow's *Treasury of Railroad Folklore,* page 82."

Recently we ran an item about rebuilding 2-6-2's to 4-6-2's. Now we learn from Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19158, that about 65 years ago Baldwin built ten 2-6-2 Camelbacks to haul the *Black Diamond* and other Lehigh Valley passenger trains. In 1905 the Valley ordered eight 4-6-2 Camelbacks from Baldwin and the road itself rebuilt the two 2-6-2's, class I-1, to K-2 Pacifics. Warren adds: "The Great Northern had 2-6-2's and ten-wheelers rebuilt into 4-6-2's, and many other roads also changed wheel arrangements to make better engines."

Answering readers' questions, S. B. Brooke (see page 6, first item) tells us that Great Slave Lake, end of a new Canadian National route, has had temperatures as low as 64 below zero, dry cold, while the mercury on the North Shore & Labrador Railway is known to have dropped to 40 below, damp cold. Diesels operate on both lines even in winter. "The Alberta Resources Railway (CNR) runs out of Solomon (not Hinton), Alberta," he adds. "Eskimos work in train service on the Great Slave Lake Railroad. They were trained for such jobs while the line was being built."

Wanted by T. L. Rowland, 535 W. Hooker St., Bartow, Fla. 33830, the words of an old poem containing these words, "Only an engine, a thing that is dumb," and telling the first-person story of an engine that leaves late and makes up lost time. It speaks of a hobo riding the "blinds" and ends as follows: "And from him the cinders shook, and I heard him say as he walked away, 'That's the fastest ride I ever took.'"

Vanishing Pasenger Trains

This list was compiled by Rodger Darling, 1902 S. 17th Ave., Maywood, Ill. 60153. The first 24 entries are U.S. or Canadian passenger trains dropped in the first 7 months of this year. Each entry shows date of last run, railroad, train numbers, and route. It is sad commentary on what is happening to many good American trains.

Norfolk & Western coalburning turbine locomotive 2300, *Jawn Henry*, pictured eastbound at Christianburg, Va., with 117 cars, was built by Baldwin-Lima-Hamilton on February 11, 1955, and was retired the last day in December, 1958.

Collection of Bill Jerustrom
822 Pelham Drive, Ft. Wayne, Ind.

Jan. 4, Northern Pacific 65-66, running between Twin Cities and Duluth, Minn.

Jan. 8, Southern 7-8, Birmingham, Ala., and Brunswick, Ga.

Jan. 29, Southern 35-36, Chattanooga, Tenn., and Memphis, Tenn.

Feb. 28, Rock Island 39-40, Kansas City, Mo., and Tucumcari, N.M.

March 10, Illinois Central 15-16, "Chickasaw," Carbondale and Memphis; IC 25, "Southern Express," Carbondale and New Orleans, La.; IC 4, "Louisiane," New Orleans and Memphis; IC 8, "Creole," Memphis and Carbondale.

March 21, Texas & Pacific 26-27, Fort Worth and El Paso, Texas.

March 24, Soo Line 89-90, "The Winnipegger," Twin Cities and Emerson, Man., Canada.

March 28, Canadian Pacific 109-110, "The Winnipegger," Emerson and Winnipeg.

April 7, CRI&P-Burlington, "Zephyr Rocket," Twin Cities and St. Louis, Mo.

April 30, CRI&P 9, "Corn Belt Rocket," and CRI&P 8, "Cornhusker," Chicago and Omaha. (Renumbered 1-2, mail and express only, these trains now cover the same route but are unavailable to the traveling public.) CRI&P 5-6, dropped only between Rock Island, Ill., and Des Moines, Iowa, but still running between Chicago and Rock Island.

May 13: St. Louis-San Francisco 1-2, "The Oklahoman," St. Louis and Oklahoma City, Okla.

May 22, Louisville & Nashville 107-108, Memphis and Nashville, Tenn.

May 24, Missouri Pacific 52-53, Houston, Texas, and New Orleans.

May 28, Denver & Rio Grande Western 7-8, "The Prospector," Denver, Colo., and Salt Lake City, Utah.

June 30, CB&Q 7, Chicago and Omaha; Boston & Main 27-10, Boston, Mass., and Dover, N.H.; B&M 43-30-48, Boston and Concord, N.H.

July 3, Southern 3-4, "Royal Palm," dropped only between Atlanta, Ga., and Valdosta, Ga., but still running between Cincinnati, Ohio, and Atlanta.

July 8, CB&Q Nos. 33-34, Brush, Colo., and Alliance, Neb.

July 27, D&RGW 1-2, "Royal Gorge," Denver and Salida, Colo.

Aug. 4, IC "Land-O-Corn," Chicago and Waterloo, Iowa.

The following passenger trains are up for abandonment but are still running on Interstate Commerce Commission or court extension:

"California Zephyr," Chicago and San Francisco. (One year, expiring Feb. 14, 1968.)

Pennsylvania 570-571, Harrisburg, Pa., and Buffalo, N.Y. (Indefinite Federal court delay.) PRR 30-31, "Spirit of St. Louis," St. Louis and New York City. (One year, expiring Aug. 31, 1967.)

Southern Pacific 39-40, Tucumcari, N.M., and Los Angeles, Calif. (Four months, expiring Aug. 21, 1967.)

CB&Q 42-43, Billings, Mont., and Alliance, Neb. (Four months, expiring Sept. 1, 1967.) CB&Q 29-30, Denver and Billings. (Four months, expiring Sept. 1, 1967.) CB&Q 2-7, "Texas Zephyr," Dallas, Texas, and Denver. (Four months, expiring Sept. 10, 1967.)

Monon 5-6, "The Thoroughbred," Chicago and Louisville. (Four months, expiring Sept. 8, 1967.

Norfolk & Western 110-111, "Banner Blue" Chicago and St. Louis. (Four months, expiring Sept. 10, 1967.) N&W 301-304, "Wabash Cannon Ball," Detroit, Mich., and St. Louis. (Four months, expiring Sept. 10, 1967.)

Southern 34-35, "Piedmont Limited," Washington, D.C., and Salisbury, S.C. (Four months, expiring Sept. 27, 1967.)

NP 3-4, Twin Cities and Jamestown, N.D. (Four months, expiring Sept. 30, 1967.)

Milwaukee Road 19-20, "The Arrow," Chicago and Omaha. (Four months, expiring Oct. 12, '67.)

Seaboard Coast Line (SAL) 17-18, Portsmouth, Va., and Raleigh, N.C. (One year, expiring Nov. 1, 1967.)

Chesapeake & Ohio 3, "Fast Flying Virginian," and 4, "Sportsman," Washington, D.C., and Cincinnati, Ohio. (Six months, expiring Dec. 10, 1967.) C&O 43-46, Newport News, Va., and Charlottesville, Va. (Six months, expiring Dec. 10, 1967.) C&O 46-47, Ashland, Ky., and Toledo, Ohio. (Six months, expiring Dec. 10, 1967.)

After each expiration date, the train could be dropped or reprieved again. The latter doesn't happen too often. If there are no renewals, 16 of the 17 trains will be discontinued before this year ends. Abandonment is being sought for 5 other trains. Their cases are now up to the ICC. The five are:

CRI&P 15-16, Twin Cities and Kansas City.
MP 31-32, Little Rock, Ark., and Alexandria, La.
L&N 53-92, "Georgian-Humming Bird," St. Louis and Nashville.
IC 3, "Louisiane," and 8, "Creole," Memphis and New Orleans, extended 4 mos. to Dec. 1, '67 ●

Depots Are Passing

Great urban railroad stations and their country cousins—village depots—are following the steam locomotive into oblivion, reports the National Geographic News Service. New York's Penn Station has been replaced by a sports center and office building, while the terminal itself, a fraction of its former size, has gone underground.

Plans are under way to convert Union Station in Washington, D.C., into a National Visitors Center. Exhibit halls, theaters, and a parking garage would form the city's major reception center for tourists. The monumental structure on Capitol Hill, once described as "a Roman palace," can hold 50,000 people comfortably in its grand concourse. But the vaulted chamber now echoes the footfalls of relatively few passengers.

The same thing is going on all over the country. At the Union Pacific station in East Los Angeles, the Number 1 redcap, Edgar Reeves, has just retired after 37 years of service and his job was promptly abolished. Four trains a day used to serve that station; now there is only one. The waiting-room benches, once filled with passengers, are today empty.

Washington's Union Station is typical of many rail depots, large and small. Faced by dwindling passenger traffic and rising costs, some railroads are happy to sell or modify stations for other purposes.

In Baltimore, the old Mount Royal Station was closed in 1961. This B&O building, once considered the most splendid terminal ever erected and used by a single railroad, was sold to an art college for conversion to classrooms and a public gallery.

A clergyman at Byars, Okla., bought a Santa Fe Railway depot and made it into a church and parsonage. The New Haven's old station at Stockbridge, Mass., now is a discothèque. Another old New Haven depot, in Waterbury, Conn., houses a newspaper office. The North Branch, N.J., Post Office occupies the Jersey Central station. The New York Central's old depot at Elmsford, N.J., has been converted, not inappropriately, into an antique shop; and the former Missouri Pacific depot at Allen, Kan., was picked up intact and moved to a nearby lake to serve as a fishing cabin.

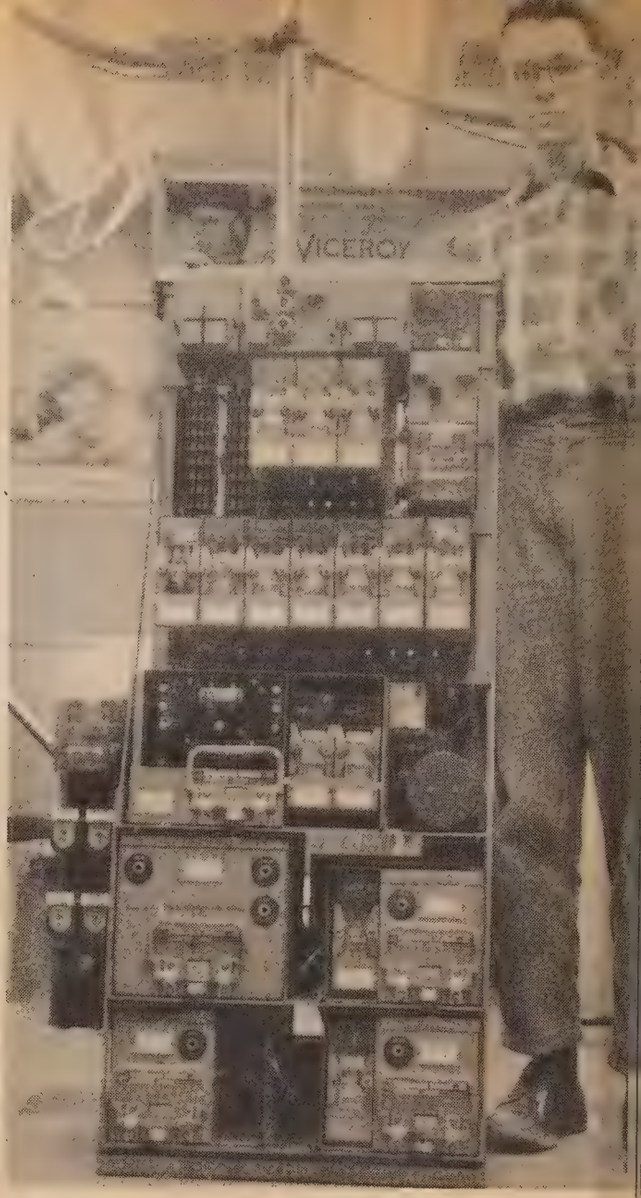
The passing of so many rural stations has removed distinctive bits of Americana. The late Alvin F. Harlow, a railroad historian and contributor to *Railroad Magazine*, thus described an old village depot:

"A long wooden platform with a two-wheeled or four-wheeled truck glumly inert somewhere; a little wooden building with projecting eaves. . . . Inside there would be a stuffy little waiting room with a cast-iron coal stove [and] wooden seats with iron arm-rests."

The small-town stationmaster was a figure of some consequence. Not only was his domain a center of commerce, notably milk cans and crates of chickens; it also was a communications center. Important news from the outside world reached him first over the telegraph.

Before depots began sprouting in the hinterlands, village storekeepers sold railroad tickets and provided waiting rooms. But big cities have had roomy terminals since early days of railroading.

Fire was a great hazard in the first urban depots—usually long wooden sheds with tracks down the middle. Sparks from woodburning locomotives ignited many of them. A Boston & Albany depot in East Boston, Mass., burned to the ground the very day it opened. Today, not fire but wrecking crews offer the greatest menace to railroad stations. ●



Like all other illustrations in the following article, Sy Reich made this self-portrait. He stood in a car at the Coney Island shops of the New York City Transit Authority, beside the 42nd Street subway shuttle automation mechanism, and took the picture with a self-timer on a tripod.

SY REICH

No. 59 in series of Interesting Railfans

by
Freeman Hubbard

BESIDES being the technical editor of *Railroad Magazine*, Sy Reich is an electronics engineer and inventor of no mean stature. He is employed full time by General Railway Signal Company at Rochester, N.Y., and lives in a neat but unpretentious apartment near the outskirts of the downtown area of that city. His place is equipped with filing cabinets and the desk and typewriter on which he compiles motive power rosters for this magazine plus occasional fact articles for us and other publications.

Sy is also an amateur photographer of rail subjects, traveling much on his job and during vacations and taking pictures wherever he goes. He protects his large collection of slides and negatives by keeping them in a chest. His unexposed film is in the refrigerator. In addition, he is fond of classic and some modern music and the ballet. Like Steve Maguire, E. Jay Quinby, Jack Pontin, and several others in our series of *Interesting Railfans*, Sy is fascinated by pipe organs, but unlike any of these men he is a confirmed young bachelor. All of which sums up Simon Reich, to use his full name—a name he rarely uses.

"Personally, I think he is a 'hair shirt,'" writes S. W. Freeman, vice president of GRS engineering and research. "Sy didn't know what this term meant, but it indicates that he never takes anything for granted, never lets anyone become complacent, and at times is quite irritating in this respect. Life with Sy is not at all times smooth."

The same was said of Socrates, the ancient Greek philosopher who called himself a gadfly. Socrates challenged the commonly accepted notions of his day, asking embarrassing questions and voicing unorthodox ideas. This enraged the rulers of Athens to such a point that they finally put him to death as "an enemy of the state." Now Sy Reich, "hair shirt" or not, is no Socrates. Far from it. Yet in his own way he shows traces of the kind of independent thinking that characterized the famous "gadfly" 24 centuries ago.

Mr. Freeman describes him as "without doubt, an extremely intelligent engineer," adding: "Some time after Sy began work for GRS in September, 1959, I became aware of him; but I had already heard of him through others saying that he knew more about railway signaling the day he came to us than did many of our own people who had been here for years. This proved to be a true statement.

"Shortly thereafter, he was given a large amount of responsibility for the first automation of a rapid transit car—that is, the subway shuttle between Times Square and Grand Central of the New York City Transit Authority. There was much of Sy Reich in that endeavor. He did an excellent job of acquainting the NYCTA people with the intricacies of the system. Since then he has been involved in advanced engineering in connection with the Chicago Transit Authority, the Cleveland Transit System, and the Massachusetts Bay Transportation Authority, as well as in New York and elsewhere."

One of the cars that used to run on the St. Charles Street line in New Orleans.

(Left) The Seattle Monorail was built to run continuously all year, linking the city's downtown section with the Seattle Center, an area for culture and recreation and conventions, former site of the World's Fair. (Above) Trolley 1552 of Capital Transit Company serving Washington, D.C.

A few years ago Mr. Freeman received a wire from Pete Josserand, a chief train dispatcher on the Western Pacific. Sy had made some correction on a manuscript of his, and Pete doubted Sy's ability to qualify in the railroad field. "I was very happy to assure this individual," the General Railway Signal official writes, "that Sy is pre-eminent in this field. His recent promotion to section manager for rapid transit systems is a further indication of the feeling we have for Sy."

Born December 3, 1938, in New York City, our subject is the only offspring of a physician. Despite the lack of railroaders in his family tree, Sy, even as a small boy, became interested in transportation and model railroading as a result of relatives often taking him on visits to the Gilbert Hall of Science in midtown Manhattan and rides on the Third Avenue Elevated trains, double-decker buses, ferryboats, and the Staten Island Rapid Transit electric cars.

"Regretfully, though," Sy recalls, "my folks never took me on subway trains nor trolleys nor anywhere outside the city limits."

But time remedied those deficiencies. One dull Saturday morning, bored with monotony, the lad complained to the family that he had nothing to do. A greatuncle suggested, "Why don't you ride the subway to some place like Queens just for the fun of it?"

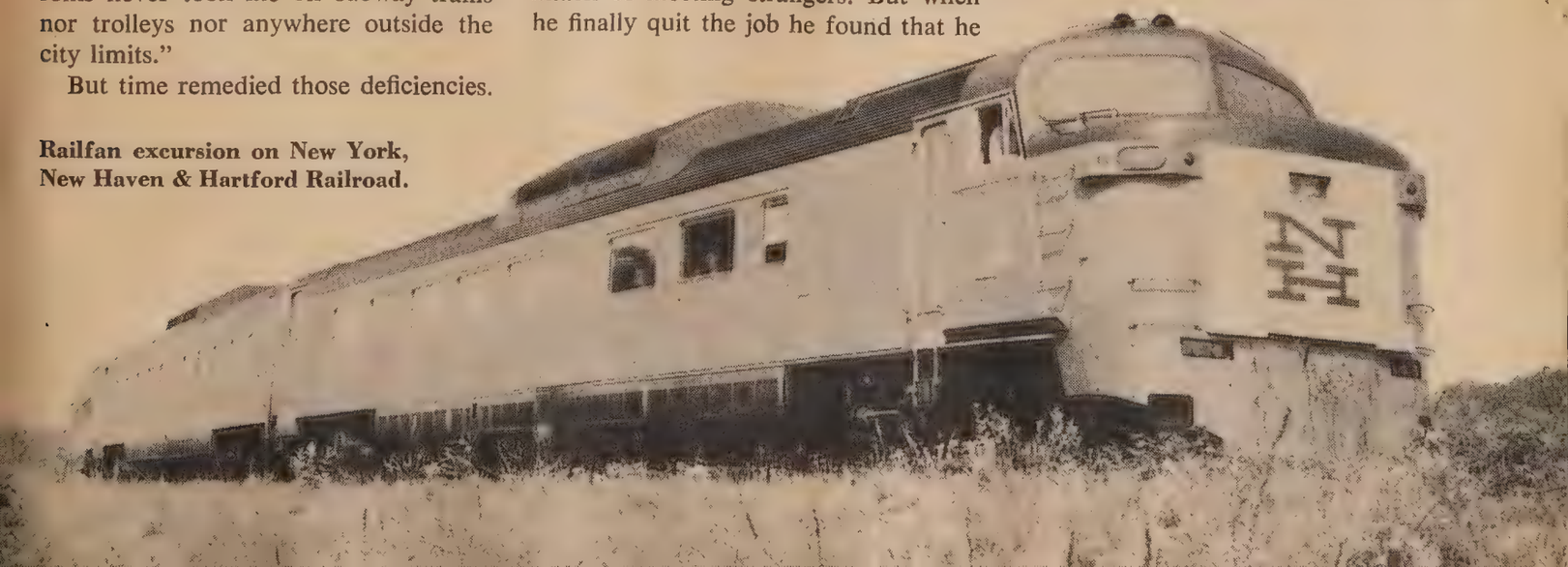
Sy's brown eyes lit up instantly and he headed for the underground. "That simple trip created a whole new world for me," he said long afterward. "It started me on the path of exploring the unknown, seeking other railroads to travel and fresh places to visit—a path I have been following ever since."

Around that time, when Sy was twelve, another event helped to mold his future: the opening of a hobby shop in his neighborhood. Fascinated by the display of Lionel toy trains running in the store window, the boy got a part-time job there—illegally, for he was under working age. For three years he operated the layout, sold and repaired tinplate equipment, and set up layouts for customers. During those years he developed a business sense and the knack of meeting strangers. But when he finally quit the job he found that he had lost his previously keen interest in model railroading. Thereafter he devoted his full attention to the real thing, prototypes, having in the meantime discovered *Railroad Magazine* on a newsstand.

This publication gave another big boost to his hobby and toward his future career. For one thing, it got him started on railfan trips and taking pictures of locomotives, trains, and trolley cars on those jaunts.

Says he: "I thought I could finance my excursions by selling photos on approval through the *Switch List*, but it didn't work out that way. Although I enjoyed the fantrips, my sales didn't pay for them—in fact, I probably lost money on the venture. So I stopped selling pictures, and today I shoot them only for my own collection.

"One advantage of my picture-taking in those early days was that it prompted me to visit innumerable railroad facilities to shoot numerous types of equipment. This I still do. Experience taught



Railfan excursion on New York, New Haven & Hartford Railroad.

The *Tercera*, passenger equipment on the *Unidos de Yucatan* lines down in Mexico.

me the wisdom of applying in advance for permits to photograph railroad property. Few roads refuse to grant such permits to responsible persons. My photo collection is a pleasant reminder of many interesting places I have visited and what I have seen there. Besides being fun, it has broadened my area of knowledge—which, after all, is what I am striving for—and is one yardstick of success, defining the word *success* as satisfaction with life.

"Usually I take two shots of each subject, a size 120 black-and-white and a 35mm color slide. Each b&w negative is kept, with a postcard size enlargement of it, in a glassine envelope and identified on the back of the print. The pictures are indexed in a 5x7" loose-leaf notebook, subdivided into types of equipment, action, etc. I use the reporting marks or initials found on the railroad's owned rolling stock as shown in the *Railway Equipment Register*. For roads which have no reporting marks I invent some which do not conflict with other reporting marks."

Sy Reich's catalog of slides is like that of his b&w pix, but the slides themselves are kept in separate Zephyr group slide files. These are neat and rather inexpensive storage files with the advantage of being easily expansible. Thus our technical editor can keep all slides of one road together, even while constantly increasing their number. "I strongly recommend these slide files to anyone," he says. His cataloging system covers only North American photos and slides; foreign subjects are classified by country.

Although Sy has made about 13,000 slides and as many black-and-whites, most of the latter duplicating the slide subjects, none of these is available for sale or trade; and, except for a few used in *Railroad*, none has been offered for book or magazine publication. His favorite subjects include posed shots at engine terminals, broadside builders' shots, detailed views of such things as signals, headlights, railroad car trucks, and so on. He also likes action shots which show trains in scenic backgrounds but with the train itself sharply defined, and standard wedge shots, and pictures taken from various angles.

Among his personal dislikes are the so-called "arty" camera studies which do not present any meaningful subject clearly. Also views of dead locomotives, of lines after they have been abandoned, of museums, whether operating or not, and of fantrips cluttered up with a lot of people, unless the photographer's main purpose was to show human beings. These aversions apply to the photos Sy makes for his own collection and not necessarily to those used in this magazine's *Hobby Club* section.

"In early childhood I was mostly a lone wolf," Sy tells me. "Later I developed friendships among the railfans I met in the New York area, but none of them has ever been closer to me than all others."

Norman A. Bolton of Scottsville, N.Y., met our technical editor for the first time at General Railway Signal, where they both work.

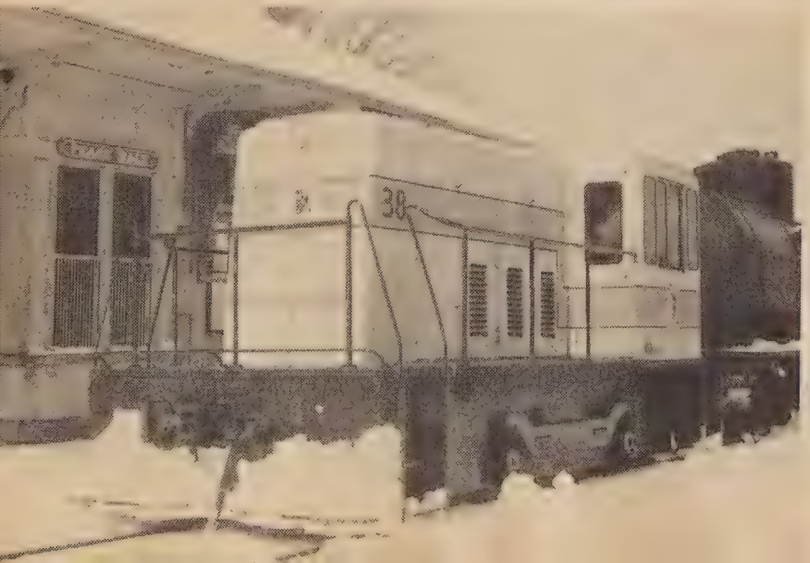
"Sy's a character," he writes, "but truly a very nice sort. He is a walking repository for all kinds of railroad trivia: engine numbers, ventilator and bell locations, MU connections, who built the locomotive, date built, when sold and to whom, when and where it was repaired, its new color scheme, and the like. I have seen his slide collection. It seems to contain shots of every locomotive type ever built, you might almost say every engine of every type. Nearly all diesels, of course. I'm somewhat of a steam fan myself and don't get the kick out of diesels that he does.

"Sy's office overlooks the New York Central main line. The work there comes to a grinding halt when a train passes by. Sy will stop mid-sentence to see what's on the head end and likely as not will give any person nearby a thumbnail sketch of the history of any unit that catches his fancy. Things get a bit complicated if the train has as many as seven motive power units."

As a youth, he majored in science, not engineering, and in 1959 he graduated from Brooklyn Polytechnic Institute with a B.S. in physics. Turning down opportunities to earn a master's degree on a scholarship, as well as lucrative non-railroad job offers, he hired out to General Railway Signal because of his railroad obsession.

"Presently," he informs me, "my main duties as GRS section manager of

A cold winter day on the Narragansett Pier Railroad, just outside the depot at Peace Dale, R.I. Loco is 35-ton GE No. 38.



The Southern San Luis Valley Railroad built this odd boxlike locomotive, numbered D-500, in its shops at Blanca, Colorado.

(Above) A snowy, blowy day on the Chicago North Shore & Milwaukee Railway. (Right) Automated test train of the New York City Transit Authority. Sy Reich himself played an important role in this pioneer project.

rapid transit systems are to supervise 25 engineering people in the design of new rapid transit systems. We have three NYCTA contracts under way; also Toronto Transit's Bloor Street extension, Chicago Transit Authority's Lake Street line cab-signal project, Cleveland Transit System's airport extension, and Massachusetts Bay Transportation Authority's South Shore project over the Old Colony line to South Weymouth, including the resignaling of the existing Cambridge-Dorchester line, using cab signals with speed control and automatic speed regulation. We also are developing new types of signaling and automatic train operation in rapid transit."

As part of his musical interests, Sy holds a season ticket for the Rochester Philharmonic and the Civic Music Association Artists Series and he attends many other concerts in Rochester. The city boasts three important music schools. An avid balletomane, Sy knows the composers and dancers like he knows his diesels and he often visits New York City just to see ballet performances.

Your author has a slight knowledge of ballet himself. Before becoming editor of *Railroad Magazine,* I was one of the Golden Boys who raped the Sultan's harem in a performance of *Scheherazade* that Alexis Kosloff, then ballet master of the Metropolitan Opera Company, put on for charity at Coney Island Stadium in the big city. Kosloff personally trained and rehearsed me for that role and paid me a nominal fee, $15, for my one and only stage appearance—before an audience of about 25,000 people! This information, I am sure, will come as a surprise to Sy.

Frequent travel for GRS enables Sy to enjoy his non-rail hobbies. For instance, last spring he took part in some tests on the Long Island Rail Road. After spending a fruitful day near Long Beach, on the island, testing track circuits and watching trains go by, he went to the New York premiere of the first American professional production of *Swan Lake* by the American Ballet Theatre, an outstanding gala event. Sy often goes to stage plays, too, and musical comedies, and admires the great composers. He has an extensive stereo sound recording system in his living room and usually listens to at least one record a day after his day's work.

"It's an excellent way to relax," he explains, "and it stimulates my mental processes. My record collection includes only serious music and musical comedy. But I have no television set. Don't care for TV. For the most part, the quality of TV programs is poor and I am willing to forego the rare ones that are really good."

Sy likewise has no interest in sports, cards, nor any other form of gambling. He has never owned an automobile nor learned to drive one. "But," says Tony Perles of San Francisco, who knows him well, "Sy is an excellent motorcycle pillion rider, and I speak from the experience of 30,000 miles on the operator's seat." And Robert R. Lawrence, a college English teacher who first met Sy "the way most people meet him, on a fantrip," and has spent several weekends with him, says of our subject: "If he had his way, all highways would be limited to motorcycles and buses."

Tony Perles and Sy Reich attended college at about the same time. "At Brooklyn Polytechnic," the San Franciscan tells me, "Sy mainly chose classes that met on the Myrtle Avenue side of the building, from which he could watch the BMT elevated trains!"

Our technical editor lacks two inches of being a six-footer. He can eat almost anything but prefers food in its natural state—*i.e.,* without additives, preservatives, or artificial coloring. Among the exceptions to his low-starch diet are moderate helpings of pie or cake. Like most of the railfans written up in this series, Sy Reich is a non-smoker.

Says Bob Lawrence: "He neither smokes nor drinks, but eats too much chocolate. The railway calendars in his office are outnumbered only by the 'No

The smoke from the stack of this Burlington 4-8-4, No. 5632, pictured on a fantrip, bears a slight resemblance to the mushrooming of an atomic bomb explosion.

Smoking' signs. Nevertheless, he is keenly aware of the 'finer things of life,' and his own little clever tidbits—responses—reveal a wide and rich background we seldom associate with a physics major turned engineer. We are both fans of Chinese restaurants. During his childhood that was Sy's every-Sunday-night routine. As far as I can gage it, his library consists of about 90 percent railroad books and 10 percent works on music and the dance. In recent years he has read only one modern novel that I know of—I gave it to him."

Sy comments: "Due to a lack of time brought about by other varied activities I don't do much reading, aside from books and periodicals that deal with railroads and engineering, but I do manage to read a fiction story now and then. And, of course, *The New York Times* every day."

I asked about his interest in compiling rosters. Sy attributes this to an extension of his yen to explore that dates back to his first subway ride. "The first roster I compiled," he says, "was that of the Pennsy, because the logic of the Pennsy's numbering system intrigued me and I wanted to list all of that road's diesel models. I'd like to preserve a record of all common-carrier locomotives in North America before the roads dispose of the historical documents needed for such records.

"I feel that I have an important contribution to make to the world and I am intent on making it. If I owned so much money that I didn't have to work, my life would go on pretty much the same as it is now, because my present job is one of the activities I want to continue."

Toronto Transportation trolley used for Upper Canada Railway Society excursion.

His GRS work for the past eight years has involved invention on a day-to-day basis. He designed the automation of the 42nd Street subway shuttle in New York, which was the first such automation on our continent. For that he has a patent pending which, when awarded, will probably be the foundation on which all the present railroad and rapid transit automation will be built!

Sy also designed a signal system which does not require track circuits nor wayside signals. For this system he has been awarded a patent.

Furthermore, he designed a new method of cab signal decoding which has been applied in Holland and is the basis of the nation-wide cab-signal installation now being made there. A patent application is pending for these schemes in the U.S. and many foreign countries.

Still another Sy Reich triumph is his designing of train control and automation system that GRS successfully demonstrated in California on the Bay Area Rapid Transit District several years ago.

And, most recently, he devised a new, jointless, high-frequency, cab-signal scheme which has been applied in Chicago and Cleveland and is being tested by NYCTA and other transit systems. This is the only system of its type ever sold by competitive bidding in the United States.

"About the only record I have ever set," Sy grins, "is the daily record of the number of people who get mad at me. My most serious weakness is intolerance of those who do not grasp an idea as fast as I do, of those who have less knowledge than I possess, and especially of those who are ignorant but refuse to listen to logic and reason."

Bob Lawrence remarks: "I suspect that Sy drives his fellow workers with a Defense Secretary McNamara force, leaving little room for opinions other than his own."

Our subject's "pet peeve" is that some people divide the population into two categories, the righteous and non-righteous. "It always seems to be the righteous who do the dividing," he adds, "and I generally wind up in the non-righteous group."

Sy's interest in politics is only passive. "On some issues I am conservative, one being that I like to conserve my bank account rather than give it to the Government in taxes. On other issues I am liberal. For example, I believe that people should be treated as if everyone were created equal. On still other issues I am a radical. I am convinced that the men who drew up the Constitution and Bill of Rights knew what they were doing and that no one, for reasons of expediency, has the right to change the direction of our Nation from what those two documents stand for.

"I maintain, too, that a man's greatest source of strength is belief in himself. Without that, he is just an animal or a machine. Thus, when things go wrong, the only place to turn is the reserve of strength within yourself."

Sy keeps physically fit by walking a lot on the job and while railfanning. He is slim and agile, weighing about 130 pounds, and is proud of the fact that he can—and still does—wear the same size clothes he wore at junior high school 15 years ago. ●

Color-light signal equipment in the cab of a Pennsylvania Railroad MU.

Language of the Key

fiction story by DON LIVINGSTON

AMOS SKAGGS charged boldly down the long hallway on the main floor of the B&L general office building. He was fresh from Brady's Telegraph School, with an old suitcase in one hand and determination clenched in the other. Some place down that corridor stood the room of the chief dispatcher who, according to old man Brady, would eagerly welcome him into service as a telegrapher. What a joy this job would be after ten years of fighting hogs and steers on dried-up farms!

Amos read the gilt lettering on the frosted glass doors: *Roadmaster, Special Agent, Division Freight Agent, Trainmaster* . . . He had never realized a railroad could have so many kinds of offices. Critically he glanced down at his straight, thin figure. His faded brown coat was properly buttoned, except that the middle button was missing as a result of his fracas with a hard-boiled train crew the night before. His worn trousers were meticulously brushed, and his shoes, once gleaming brown, he had dusted with his spare handkerchief.

He remembered the purplish half-circle under his left eye where that bully of a conductor had socked him the night before. Amos hoped the chief dispatcher wouldn't notice the bruise. It might create a bad impression. Down the hall, through an opening similar to a ticket window, he saw rows of telegraph tables upon which dozens of brass-tongued instruments raised a frantic clatter. In Brady's Telegraph School nothing had been said about a whole room full of instruments all clicking at the same time. How could an operator read his stuff amid so much din?

Then in front of him was the lettering which read *Chief Dispatcher.* His large muscular hand stretched forth to turn the glass knob and he stepped inside. At a broad flat-topped desk sat a shaggy-haired man with a telegraph key at his right hand, a telephone at his left, and a small mountain of papers before

him. A single telegraph sounder clattered in a subdued monotone on the farther corner of the table. The man glanced up, then adjusted his bi-focals and glared.

"Are you the chief dispatcher?"

The man nodded casually.

"I've come to get a job telegraphing. I've been studying four months at Brady's school in Morristown and I've got my diploma in my suitcase. I'll show it to you."

With a quick gesture the chief stopped Amos's move to invade the suitcase. "Never mind the diploma. What railroad experience have you had?"

"Four months and one week."

"I said *railroad* experience."

"Mr. Brady said I was the best telegrapher he ever turned out of his school," Amos said confidently. "Guess I must be pretty good."

THE CHIEF'S eyes bored into him. It was a busy time of morning. He had two days' work piled before him and it had to be handled in as many hours. He needed operators, but this was no time or place to test students. He shoved a pencil and a pad of message clip across the table to Amos.

"Copy that," he instructed, nodding toward the instrument on the corner.

Amos wet the pencil on the tip of his tongue and cocked an ear at the sounder.

"Wt d u sa wd be ur gess on tt local?" clicked the metal tongue. Amos's brawny hand holding the pencil in a tense grip traced the letters "Wtddusa."

Then he paused, the pencil poised rigid and motionless. His mouth gaped open; his eyes blinked, baffled and mystified. That sounder was saying nothing —a mere meaningless jumble of letters.

Amos, the uninitiated, had no way of knowing that he was only being confused by that ingenious lingo which no dictionary has defined, nor could: the brass-pounder's code. He had never heard—and therefore could not know —that in the cryptic language of the key a mere letter may stand for a word, or a figure for a sentence. He could read the letters clicked off by the sounder, but he could not interpret their meaning, which was: "What did you say would be your guess on that local?"

The applicant glanced helplessly at the chief, who mistook his uncertainty for inability to read Morse. A disappointed smile played at the corners of the chief's mouth.

"Nothing doing, mister. Take your diploma back to Morristown and tell old man Brady to teach you to telegraph."

A protest welled up in Amos's throat, but he choked when he tried to utter it. Something was wrong, unfair. He was a telegraph operator, with a new chance to make good in life, but nobody would believe it. Nothing was like he had expected to find it. Where was the big, warm railroad fraternity Brady had pictured to him? Or chief dispatcher joyously waiting to put him to work?

As he struggled for words, the door swung open and a jovial figure entered.

"Hello, Laydon," the chief greeted.

"Mornin', Rice," boomed the deep voice which, the night before, had ordered Amos off the freight train. Amos wheeled around in surprise. The bulky conductor's eyes popped wide open.

"What's this rube doin' here?"

"A friend of yours, Laydon?" the chief asked with a sly smile.

"He must think so. I had to chase him from ridin' the caboose on 76 last night. Said he was an operator and I was supposed to carry him in the crummy."

"Didn't you?"

"Me! What the hell do you think I am? Say, he can't telegraph, can he?"

The chief picked up the sheet upon which Amos had scrawled the few unintelligible letters. They looked like the amateurish effort of a student who had caught a letter only now and then. He shook his head.

"Mister," the skipper said at length, "you'd better stay off the railroad. Dangerous things to ride. Go back to the farm!"

Amos stumbled out the door. Laydon faced the chief with a puzzled expression.

"Say, Rice, there's something queer about that bird. You say he hit you for a job?"

"Positively."

Laydon whistled softly. "He's nuts."

LAYDON went down to the passenger platform. There he found Amos engaged in conversation with a short, bow-legged switchman of whom he was inquiring the quickest non-revenue way of getting to Moffatt, the next terminal southward.

As Laydon approached, Amos saw him catch the other man's eye and give his hand a quick turn above his ear. It was Laydon's method of informing the switchman that Amos was "off."

A strange look flashed over the switchman's face. Already he had told the would-be operator that within an hour a drag would pull out south, but now he studied Amos and scratched his shaggy red hair with a perplexed air.

"I tell you, buddy," he said apologetically, "I'd advise you not to ride that rattler. Might get you into trouble. The bulls are firin' the bums off the road. Better take to the highways."

Well-worn suitcase in hand, Amos hurried through the yards, too angry to feel the accustomed thrill of seeing a maze of tracks and signals and strings of cars and a puffing little goat over near the tower.

Crazy, was he? Crazy because he'd said he could pound brass? Why, old Mr. Brady himself had declared he was the best student ever turned out of the Telegraph School at Morristown! He had a diploma, too. Something must be wrong with that chief dispatcher. Maybe the B&L did not need any operators. Well, Amos decided, he'd go down to Moffat and get a job—and some day he'd settle with that horse-faced conductor, Laydon.

The switch engine rumbled by, pulling a cut of reefers. Two switchmen stood on the footboard, one of them being the fellow who had talked with Amos. The bow-legged switchman nodded toward the plodding hiker and made the crackpot sign. Soon Amos passed a caboose. Ahead of it stood a string of cars which, he reasoned, were in a train about to start south. Cautiously he picked out an empty and crawled inside. He was going to Moffat.

Several minutes later he felt the engine jar as she coupled into the train and heard the hiss and clang of air-brake equipment. But before a wheel turned, there came a sound of hasty footsteps on the cinders and a brakeman poked his head through the car door.

"All right, you! Unload! We're not hauling any bums today."

Amos crawled out sheepishly, suitcase and all, and sat on a pile of newly creosoted ties beside the track. Slowly the train got under way. Powerful blasts of her engine stack filled the balmy September air. Disconsolately he watched the train sweep out of sight around a curve in the distance. He'd have a lot to settle with Conductor Laydon when the time came.

LATE in the afternoon Amos Skaggs, hot, footsore and weary, ambled out of a cut and gazed down upon a green and white village ahead. A promising sight it was under the rays of a lowering sun.

The student saw a long, winding, passing track that swung leisurely around a lofty red water tank. Leading

off from it he observed an equally long loading track; and behind that a rather dreary row of warehouses and bulk plants, with here and there a freight car spotted for loading or unloading. A silver-colored grain elevator gleamed brightly; and closer to him, above the red roof of the depot, a semaphore looked down in silent approval.

Sadly his eyes swept the panorama. Amos had often visualized such a scene, and with keen anticipation had looked forward to the day when he himself would be part of the great, throbbing organization which created these things. But now that goal seemed far away.

Soon he came to the station platform, its brick surface smooth and intact; and then to the neat frame depot itself, conspicuous in a new coat of bluish-green paint and proudly flaunting the name *Milton*. A train bulletin board hung beside the waiting-room door, dated and marked in characteristic operator's hand. Through inviting bay windows he could see the long-glistening telegraph table with its three sets of instruments.

Nobody was inside. Apparently the agent had closed for the day. But to Amos's ears came the familiar click of a telegraph sounder. He cocked an ear and listened. In clear and unfaltering Morse it came:

"Extra 762 North hold main track and meet Number 81 engine 941 at Landon instead of Commerce."

He read it easily and with a feeling of triumph, and read it again when receiving operators repeated the message to the dispatcher. He forgot he was hungry, tired, and discouraged. It was Morse! He had read it like he'd known he could. It proved that something had been wrong when he'd failed to read the wire in the dispatcher's office that morning.

Suddenly a pucker of uncertainty settled upon his face. Again his ears were catching meaningless letters and figures on that sounder. For some minutes he listened intently. He understood enough to grasp that this was a conversation between the dispatcher and an operator about a train setting out a car with a hotbox—and what a conversation!

The whole thing was at first a mystifying jangle of figures and letters, with only now and then a completely spelled word. But gradually there came a revelation. That must be the brass-pounders' conversational code! Most of the words were abbreviated until they had meaning only for the initiated. A strange lingo it was, a shorthand of brevity and speed—like "tt" meaning "that."

Now he realized why he failed that morning. It was not his inability to read Morse; it was his ignorance of the clipped words he had heard.

At a nearby cafe Amos invested thirty-five cents in a substantial supper of meat, potatoes, coffee and pie, while he wondered how he could acquire the knowledge he needed. Obviously it could not be done by more schooling. What he craved was access to a railroad telegraph wire where he could learn from actual experience. The Milton depot had such a wire. Here, he decided, I'm going to stay here until I master the language of the key.

WHEN Albert Jonas, the B&L agent at Milton, came to work the next morning he blinked with astonishment at sight of a brisk little dust storm mid-way of the station platform. The storm was created by a broom in the hands of a seedy-looking character who appeared to be obsessed with the idea of sweeping that platform as clean as a parlor floor.

Further surprises awaited the elderly Mr. Jonas. His waiting-room already had been swept, furnishings were neatly dusted, baggage trucks were lined up in orderly array under the shed, and even the date on the bulletin board had been changed.

The bald-headed Mr. Jonas readjusted his spectacles to contemplate the miraculous transformation. Amos reached the end of the platform with his storm-raising broom and hurried back to the depot. The agent eyed him with mild suspicion and asked: "What's the idea, fella?"

"I slept in your waitingroom last night," Amos said. "Always aim to pay my way."

"Where'd you get the broom?"

"Borrowed it, mister, from the restaurant man up the street."

"So you're laying the ground-work for a touch," the agent reproved.

"Mister," said Amos steadily, "I've never begged yet and I ain't beginning now."

"Well," said the agent, "you've paid plenty for your lodging. Now the freedom of the right-of-way is yours just so long as you stay off the rolling stock."

He unlocked the door and stepped into his office. Amos followed on his heels.

"I told you to beat it," Mr. Jonas said sharply. "Now scram!"

"I ain't through with the morning chores yet," Amos maintained. "If a man furnishes me a place to sleep, I appreciate it. I'll sweep out your office."

So he swept and dusted the office, burned the contents of the wastebasket, and then set to work straightening up the disorderly shelves of freight tariffs. Agent Jonas, between answering the telegraph and telephone and waiting on customers, became so buried in work that he forgot about his unsolicited helper. This fact exactly suited Amos, whose eager ear and ready eye were hearing all and seeing everything. He was learning what is done and how, in a country railroad office.

At length the lanky Mr. Jonas had a breathing spell and noticed him. "Great flying catfish, are you still here?"

"This library of yours was in a devil of a mess," Amos explained, "so I fixed it up a bit."

The agent glanced critically over the cleanly dusted and neatly arranged rows of tariffs. It was a job he'd been trying to get to for weeks; and now it was finished, apparently better than he would have done it himself.

"All right, pal, you win," he smiled, tossing a half dollar.

Amos caught it deftly and flipped it back. "Thanks, mister, but I ain't working for wages. I'm just repaying a favor."

Mr. Jonas took off his glasses, cleaned them with a handkerchief, and put them on again.

"Are you in the habit of working for nothing?" he asked in perplexity.

"Now and then," said Amos. "I'd like to stick around awhile if you don't mind. Won't cost you a cent and I won't get in your way."

The agent scratched his scant fringe of gray hair and made a gesture of indifference.

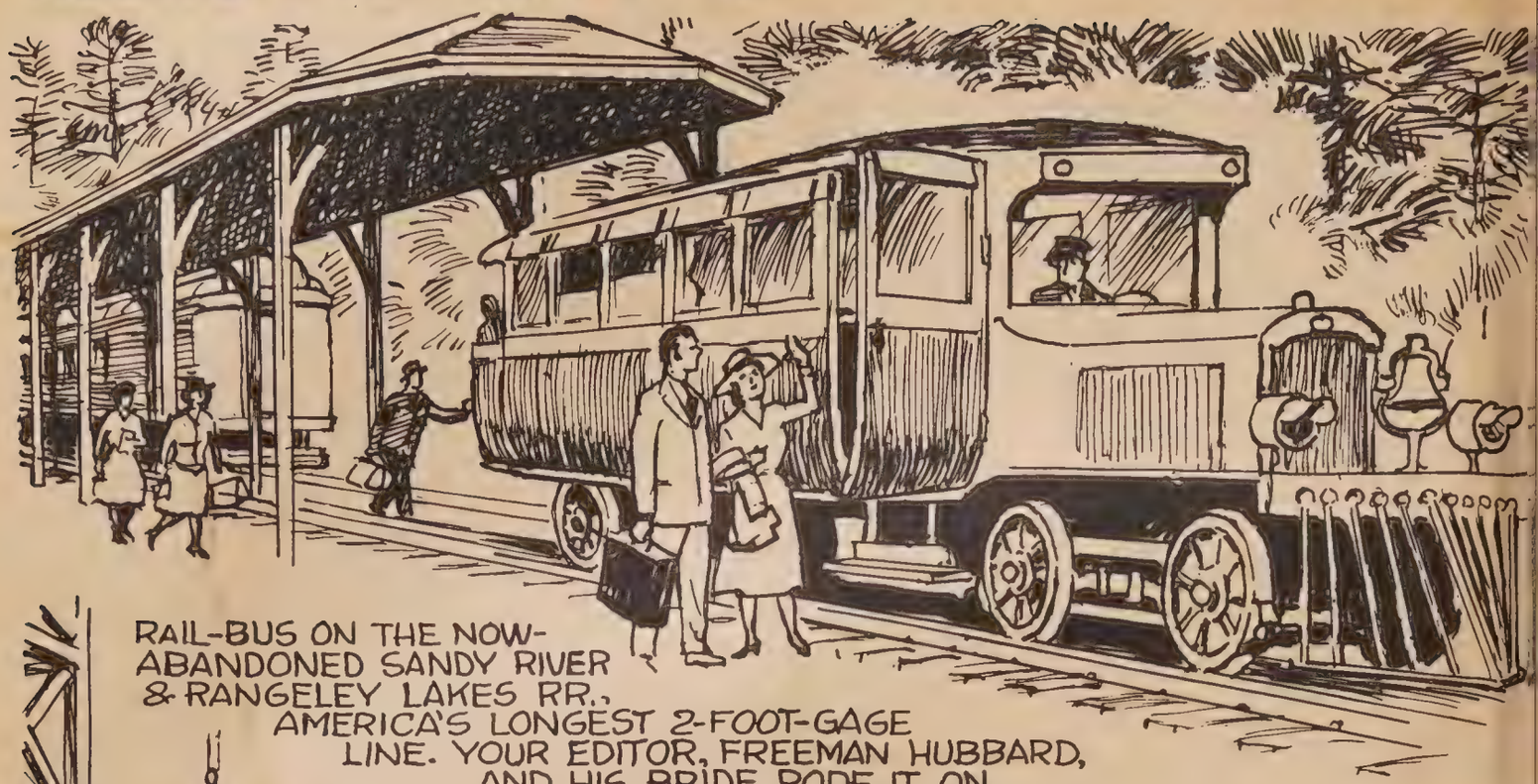
AMOS stayed at Milton. First there were the mail and baggage and express to handle from a local passenger train. Then the local pulled into town and unloaded a platform full of merchandise (LCL, the agent called it). And there were Western Union messages to deliver, and other odd jobs. Thus the first day passed, crammed full of activity and education. Amos realized now the vast gulf between the theory of railroading as taught by the Brady School and the actual practice.

And Brady had me believing I was ready for a railroad telegraph job, he thought.

That night he slept in the waiting-room again, but not on the floor; Mr. Jonas provided a cot. The following day was much the same as the first,

ALONG THE IRON PIKE

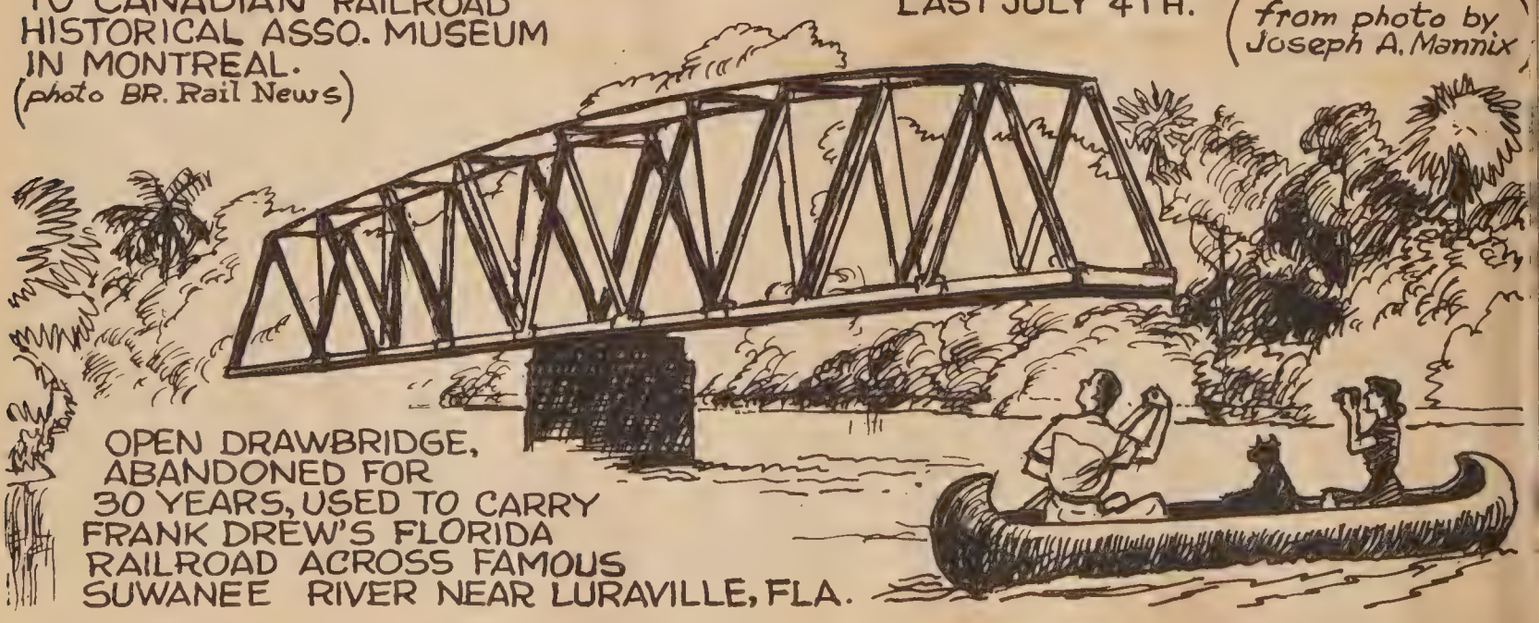
by Joe Easley



RAIL-BUS ON THE NOW-ABANDONED SANDY RIVER & RANGELEY LAKES RR., AMERICA'S LONGEST 2-FOOT-GAGE LINE. YOUR EDITOR, FREEMAN HUBBARD, AND HIS BRIDE RODE IT ON THEIR HONEYMOON IN THE MAINE WOODS.

BRITISH RYS. 4-6-2 STEAM LOCO, CLASS A4, NAMED DOMINION OF CANADA, IS LOADED AT LONDON DOCK FOR SHIPMENT TO CANADIAN RAILROAD HISTORICAL ASSO. MUSEUM IN MONTREAL. (photo BR. Rail News)

MOTORIZED REPLICA OF OPEN TROLLEY CAR FEATURED PARADE IN PITTSFIELD, MASS. LAST JULY 4TH. (from photo by Joseph A. Mannix)



OPEN DRAWBRIDGE, ABANDONED FOR 30 YEARS, USED TO CARRY FRANK DREW'S FLORIDA RAILROAD ACROSS FAMOUS SUWANEE RIVER NEAR LURAVILLE, FLA.

with the student's fund of valuable information growing rapidly. At quitting time Mr. Jonas called him into account.

"Now see here, fella! You've been a lot of help to me. and you're all right. But I can't pay you anything for hanging around here. Here's a dollar. Take it and beat it. Hunt yourself a job that's got wages attached."

Amos shook his head. "Nope, don't want it. I've still got some money in my pocket. This business is all new to me, and I'm enjoying it. Learning lots of things. Beats bumming around looking for employment."

The result was that Amos slept in the office that night; and he had a key to the door and strict instructions, should the occasion arise, to say that he was working as station helper.

Days passed. Amos Skaggs became absorbed with everything within sight or hearing. A glutton for work, he was soon checking the yard, keeping the seal record and making the expense bills. His ready ears constantly were reading the noisy brass-tongued instruments, registering every expression, pondering every strange signal. Train orders and telegrams came easy to him; but conversation, chopped up as it was with codified expressions, was acquired only at the cost of time and patience.

Then one night while the town of Milton slept, he joined in a conversation being carried on by two or three students at various stations along the line. And what a thrill of confidence that gave him. He looked forward to that happy day when he should return to chief dispatcher Rice and show what he could do on a telegraph wire. And happier still, what a day it would be when he could snap his fingers under the nose of meddlesome conductor Laydon.

But inevitably it happened; Laydon came along one day. His eyes popped wide at the sight of Amos handling freight on the platform. The "bum" saw the bulky skipper corner Jonas in the freight room, and did not exactly close his ears to their conversation.

"But he's never said a word to me about telegraphing," the agent insisted.

"Just the same, he's got wheels in his head," Laydon said. "Can't telegraph a lick, but was crazy enough to hit up the chief for a job. Sure, he's nuts! Why else should he be hangin' around here workin' without pay?"

"Well, I confess that's got me puzzled," the agent said, "but he's a danged good help."

"Anybody's who's off his nut is dangerous," said Laydon. "Might cause a wreck or no end of trouble. I'm going to send the sheriff after him first thing in the mornin'."

AMOS'S spirits fell to an all-time low. He had a great respect for law, but he'd heard of people, even innocent folks, being held and investigated; and he wanted to be neither. Painfully he recalled the high hopes with which he had quit farming to enter that school.

After Jonas had gone home, the student packed his belongings in his suitcase. Some time during the night there'd be a southbound freight moving over the grade slowly enough for him to get on board. He'd forget this division of the B&L, with Laydon and dispatcher Rice. He'd leave behind the stigma of the "crazy sign" and find a job somewhere else.

It was far past midnight when Number 101, merchandise and perishable, pulled into the passing track to meet Number 8, the northbound limited. Amos had addressed an envelope to agent Jonas, placing in it the office key and a note explaining his action. He locked the door and dropped the envelope into the waybill box.

The headlight of the approaching passenger train threw its beam on the long serpentine string of freight cars as they swung gracefully into the passing track. It also disclosed to Amos's searching eye a flatcar loaded with tractors near the rear of the train. That car beckoned to him with the accommodations he desired. He swung his suitcase aboard and crawled on after it.

But back on the steps of the freight caboose, a pair of keen gray eyes blazed with wrath. Conductor Laydon had recognized the "nut telegrapher" in the headlight glare.

Laydon was only a short distance out of his terminal and he had not yet finished checking his waybills against the car numbers listed in his train book. With the book and a bunch of waybills in hand, he had stepped outside to watch the limited go by. Now, with an angry glint in his eye and a grim set to his mouth, he jabbed bills and book into his hip pocket and swung to the ground.

With a roar and a flash the passenger train rushed past. The long freight train started with a lurch. Amos was in the act of seating himself with his back against a tractor when a big hand suddenly seized him by the ankle and jerked him to the ground.

"No you don't!" boomed the skipper. "No bum with wheels in his bonnet is ridin' my train."

Amos scrambled to his feet, dazed and shaken by the fall, but with a maddening desire to lay hands on his tormentor. He was not easily aroused to anger, but back home he was reputed to be a terror when he did become aroused.

He dived at Laydon. The conductor went down before the onslaught. Instantly he bounced back and rushed at Amos, his ham-like fists swinging. The other man ducked and planted his head in his foe's onrushing stomach. The impact sent them sprawling in opposite directions.

Gasping for breath, the bulky Mr. Laydon struggled to his feet. Amos already was approaching warily to continue the battle. But out the corner of his eye Laydon glimpsed the green tail light of his caboose, and duty called him. Reluctantly he turned from Amos and sprang to the steps of his passing chariot. The would-be operator tried to follow, but missed the grab-iron by inches. Pursuit would be futile.

AMOS stood unhappily on the rails and considered his plight. He'd lost his last chance that night to catch a freight to Moffatt, the terminal southward. With a new day the sheriff would come and make trouble for him. All of his possessions were in his suitcase, which was now riding merrily southward on the flat car with the tractors. And Laydon was responsible.

Dejectedly he headed back toward the depot, but had not gone more than a few steps before he spied a dark object on the track. Stooping to pick it up, he found the thing was a train book such as he had seen conductors carry. Out of it fluttered a lot of waybills. Amos gathered them up and hurried to the station. Recovering his key, he went inside. Then he examined his find by the light on the telegraph table.

He whistled. There were fourteen waybills in the bunch. Each one covered a carload of perishable freight, lettuce, celery, berries, and packing-house products. Amos studied them with appraising eyes. He knew little about routine handling of trains but he saw that each paper carried special refrigeration instructions—and in order to handle those cars properly he realized the waybills must be at hand.

This meant that the B&L Railroad, and Conductor Laydon in particular, were in for a few headaches. A tight line formed about his mouth. Swinging his feet to the telegraph table, Amos tilted his chair back, cocked an ear toward the telegraph instrument, and

waited for what would happen next.

A few minutes later he heard the operator at Highsmith disturb the quietness of the night by tapping out the announcement:

"DS, Number 101 is stopping, HS."

"See what's the matter," he heard the dispatcher snap back.

A moment of silence. Then: "Laydon says a bum attacked him at Milton and in the fight he lost his train book and fourteen waybills. He wants you to send somebody there to look for them before the wind blows them away."

"Why didn't Layton throw off a message instead of stopping the train to tell me?" the dispatcher asked.

"He's all up in the air," the op reported. "Says there's a lot of special icing instructions on the waybills, and there'll be delays and damage claims if we don't find them. Says he lost 'em between the main line and the passing track just south of the depot."

"I'll try to find somebody to send after them," DS replied. "Tell him to get that train moving."

Amos's hand flipped open the key. "DS,MN," he broke in, using the clipped code. "Don't send anybody. I've got the waybills and Laydon's book. Laydon is a liar. Nobody attacked him."

"Who are you?" dispatcher asked.

"I'm an operator at Milton, whom Laydon threw off his train."

"And you found the waybills?"

"All fourteen of 'em."

"Good. To Highsmith: Tell Laydon we've got the waybills and for him to get moving."

"But Laydon says that bum is no operator and you'd better send—"

"Tell him to get that train moving," dispatcher ordered curtly. Then he made the Milton call. "How did you get into the office?" he asked Amos.

The reply was that he'd been working as station helper in Milton and had intended to ride Number 101 to Moffatt in search of a telegraph job, but Laydon had thrown him off.

Then the dispatcher asked him to come in on the Number 3 wire and send the yard office at Moffatt all the information shown on those waybills, so the yard clerk could make duplicate copies and keep the cars moving when Number 101 reached Moffatt.

IT WAS Amos Skagg's first telegraph job. He realized it was very important—the business of transmitting by wire all those car numbers, the destination of each, the names of shippers and consignees, and all the other detailed instructions carried on each of those fourteen waybills.

His chest swelled with pride when at length the yard office operator gave him "OK" and thanked him. And his self-esteem was still greater when the dispatcher called especially to thank him, and to say he had saved the B&L Railroad a lot of trouble, and that he, the dispatcher, would tell the division superintendent about it in the morning.

"Thanks," Amos clicked back happily, "But if you'll have somebody rescue my suitcase off that at car in 101's train, I'll call it square."

Since there was no other train that he could ride out of Milton, Amos pulled out his cot in the depot and stretched out for a few winks of shuteye, which he needed ufgently.

He was awakened by the agent shaking him. The sun was streaming high through the east windows, and from outside came the *putt-putt* of a motorcar and the clang of track tools as a section gang started out for the day.

"What the devil's been going on?" Agent Jonas asked, readjusting his spectacles. "What's all these waybills doing on the telegraph table?"

"Conductor Laydon lost 'em last night," Amos replied as he sat up and rubbed open his pale blue eyes. "The dispatcher said for me to tell you to mail 'em where they belong."

"Laydon lost 'em? Has that got anything to do with this message I just got from him?"

He handed Amos the sheet of yellow message clip upon which he had just finished typing the following telegram addressed to himself: "Tell your helper I'm bringing his suitcase up on Number 4. I want him to go with me to see Rice." The message was signed "Condr. Laydon."

Later, Laydon himself hit the station platform the instant that Number 4 stopped at Milton.

"Say, mister," he greeted genially, "I don't blame you for bein' sore at me. How was I to know that you could telegraph? That big ham of a chief dispatcher said you couldn't. Where'd he get that stuff, anyway? I'm layin' off a run just to go in and tell him what I think of a man who can't tell a lightnin' slinger from a hobo."

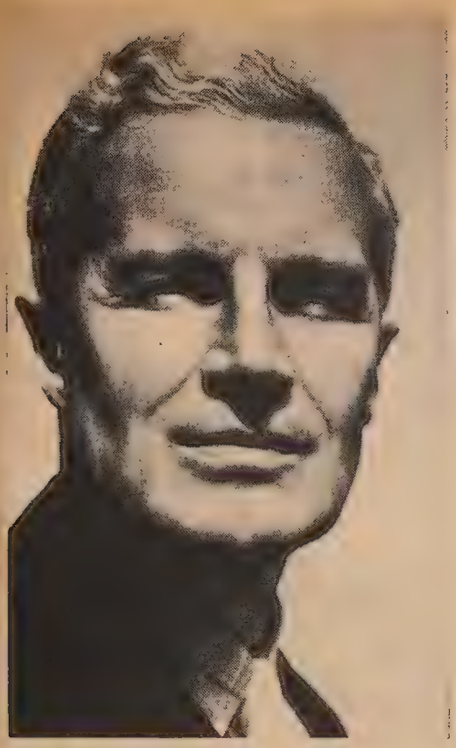
Conductor Laydon was actually smiling and friendly. The young graduate of the telegraph school operated by Old Man Brady was surprised and a bit bewildered by the change that had come over the erstwhile bully. He listened eagerly as the skipper kept talking.

"Why do you want me to go along, Mr. Laydon?" Amos inquired.

The big conductor said: "You're wantin' a job, ain't you? Well, old man Rice needs operators, and he's goin' to get one. Now look here, let's shake hands. I was all wrong about you and I'll do my best to make it up. What I'm goin' to tell Rice—well, you just listen to it. Where in hell did he get the idea that a competent man like you couldn't telegraph, anyway?"

A broad grin worked its way through the grim lines of Amos's face. His large bony hand closed over Laydon's big beefy one. In that grasp he felt a comforting and deep understanding. Old man Brady was right after all. There really was a brotherhood of the rails, at least on the B&L. ●

The Morse telegraph key which played such an important role in rail history.



I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be — today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
1512 Jarvis Ave., Suite M-7-MT
CHICAGO, ILLINOIS 60626

NEW IMPROVED

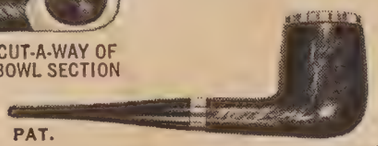
Dr. Philip's Pipe

the only pipe in the world with these

REVOLUTIONARY FEATURES!

- Metal Cooling Ring
- Ceramic Bowl
- Moisture Trap

CUT-A-WAY OF BOWL SECTION



PAT.

- Metal Cooling Ring dissipates heat.
- Interchangeable Laboratory-type porous ceramic bowl traps tars . . . eliminates "break in."
- Moisture Trap absorbs condensation.
- Crafted of finest Mediterranean Briar.

"HOT TONGUE" GONE FOREVER

The exceptional coolness of this smoke is due to a combination of the latest findings in "thermal dynamics." The heat-dissipating retainer rings around the top of the bowls, and the air-space between the ceramic and briar bowls act as effective cooling elements.

NO "BREAKING IN"

The Dr. Philip's pipe needs no breaking in. The ceramic bowl provides the properties normally attained only by "seasoning" a wooden bowl by many less-than-pleasant smokings. It smokes absolutely dry—with the full aromatics of the tobacco coming through to please you. Tars and other distasteful by-products in the tobacco are trapped in the filter bowl.

NO SPITTLE PROBLEM

Another feature of the Dr. Philip's pipe is a moisture trap . . . simply and easily replaced without cost when you clean or replace the ceramic filter bowl.

NO REAMING OR STEM SWABBING

There is no caked, sodden tobacco at the bottom of a Dr. Philip's pipe to ream out, because the ceramic bowl insert eliminates it . . . (and for the same reason, there's no need for pipe-stem cleaning). Each ceramic bowl is good for at least 60 pipe-fulls. You may then replace it . . . or . . . hold it over a flame for a few minutes until the accumulated tars are burned off . . . then re-use it. Each pipe comes to you with 3 ceramic bowls.

NO OUTER SPACE LOOK

The Dr. Philip's pipe is handsome, slim, traditionally styled and feather-lite in weight. There's nothing "gimmicky" about the Dr. Philip's pipe . . . it has been designed for solid, smoking pleasure . . . not off-beat styling. It is crafted of finest Mediterranean Briar, the vulcanized bits and the complete assembly is done here by skilled artisans.

GUARANTEE & FREE TRIAL OFFER

The Dr. Philip's pipe is unconditionally guaranteed. AND . . . here is our free trial offer. For a period of 10 days you can smoke it . . . test it . . . judge it . . . compare it with any pipe on the market—and if for any reason at all you are not completely satisfied RETURN IT AND RECEIVE A FULL CASH REFUND.

COMPLETE WITH 3 INNER CERAMIC BOWLS . . . Only . . . $10.

ACE-HI PRODUCTS
Box 2730 Grand Central Sta., New York, N.Y. 10017

Gentlemen: Enclosed find $10 for one Dr. Philip's Pipe complete as advertised. It is understood that I may return this pipe within 10 days for full cash refund if I am not fully satisfied.

Name _____

Address _____

City _____ State _____ Zip _____

SHORTLINES OF GEORGIA

Present-day locomotive rosters compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Albany & Northern Railroad								
1	600	GE	70-ton	B-B	35,000	140,000	1946	25
Albany Passenger Terminal								
This shortline owns no locomotives.								
Atlanta & West Point Railroad								
551-552	1500	GM-EMD	FP7A	B-B	61,000	257,000	1949	
553-554	1500	GM-EMD	FP7A	B-B	61,000	257,000	1951	1
571	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
572	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
573-574	1500	GM-EMD	GP7	B-B	60,000	247,000	1951	
575	1500	GM-EMD	GP7	B-B	60,000	247,000	1952	
676-677	1000	BW	DS 4-4-1000	B-B	68,850	229,500	1949	
678	1200	BLHW	S-12	B-B	68,850	229,500	1951	1
726	3000	GM-EMD	GP40	B-B	?	?	1967	
Atlanta, Stone Mountain & Lithonia Railway								
1	600	GM-EMC	SW1	B-B	50,900	203,600	1939	2
Atlanta Terminal Company								
This shortline owns no locomotives.								
Augusta & Summerville Railroad								
This shortline owns no locomotives.								
Augusta Union Station Company								
This shortline owns no locomotives.								
Charleston & Western Carolina Railway								
200-201	1500	GM-EMD	GP7	B-B	60,200	248,000	1950	3
202-210	1500	GM-EMD	GP7	B-B	58,000	236,000	1950	3
211-220	1500	GM-EMD	GP7	B-B	59,400	244,500	1951	3
800-801	1200	GM-EMD	SW7	B-B	60,900	246,900	1950	4
802-803	1200	GM-EMD	SW9	B-B	60,700	246,150	1952	4
900-905	1500	GM-EMD	F7A	B-B	56,000	229,800	1950	5
Chattahoochee Industrial Railroad								
38, 97	1000	Alco-GE	RS-1	B-B	72,400	240,000	1947	6
115, 117	1000	Alco-GE	RS-1	B-B	72,400	240,000	1945	7
Chattahoochee Valley Railway								
85	900	Alco	HH900	B-B	69,000	224,000	1937	8
100	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
101	1500	GM-EMD	SW1500	B-B	74,500	250,000	1966	8
Gainesville Midland Railroad								
This shortline owns no locomotives.								
Georgia & Florida Railway								
70-72	600	GM-EMD	SW1	B-B	49,500	298,000	1950	
73	600	GM-EMC	SW	B-B	51,500	206,000	1937	9
81	800	FM	—	A1A-2	?	?	1939	10
91	900	GM-EMC	NW1	B-B	?	?	1937	11
701-706	1500	GM-EMD	GP7	B-B	58,554	240,000	1950	12
801	1350	GM-EMD	FTA	B-B	61,380	250,000	1941	13
Georgia, Ashburn, Sylvester & Camilla Railway								
15	600	GE	70-ton	B-B	42,000	140,000	1946	14
16	1350	GM-EMD	FTA	B-B	60,340	241,360	1943	15
Georgia Northern Railway								
2	600	St. L.-FM	—	A1A-2	?	?	1939	16
12	660	BW	DS 4-4-660	B-B	59,850	199,500	1947	17
13	800	GM-EMD	SW8	B-B	57,093	228,370	1950	18
14	1350	GM-EMD	FTA	B-B	61,240	244,970	1944	19
71	600	GE	70-ton	B-B	42,000	140,000	1946	14
Georgia Railroad								
751-752	3000	GM-EMD	GP40	B-B	?	?	1967	
901	1000	GM-EMD	NW2	B-B	61,000	244,000	1948	
902-905	1000	GM-EMD	NW2	B-B	61,000	244,000	1949	
906-907	1200	GM-EMD	SW9	B-B	61,000	244,000	1951	
921	1000	BW	DS 4-4-1000	B-B	68,859	229,500	1949	
1001	1500	GM-EMD	F3A	B-B	57,960	241,000	1948	
1002-1003	1500	GM-EMD	FP7A	B-B	61,060	257,000	1949	
1004	1500	GM-EMD	FP7A	B-B	61,060	257,000	1950	
1021	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
1022	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
1023-1026	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
1027-1028	1500	GM-EMD	GP7	B-B	60,000	247,000	1951	
1029	1500	GM-EMD	GP7	B-B	60,000	247,000	1951	
1030	1500	GM-EMD	GP7	B-B	60,000	247,000	1952	
1031-1032	1500	GM-EMD	GP7	B-B	60,000	247,000	1952	
1033-1034	1500	GM-EMD	GP7	B-B	60,000	247,000	1953	
1035-1036	1500	GM-EMD	GP7	B-B	60,000	247,000	1953	
1040-1042	1750	GM-EMD	GP9	B-B	59,600	245,000	1954	

How to get rich

How can you get rich some day? Make a hit record . . . a killing on the stock market . . . or invent a gadget like the hula hoop?

For most of us, these are just dreams. But have you ever stopped to think that there *is* a way to get rich—possibly only one sure way? Most fortunes, as you know, are made by people who own their own business.

Perhaps you've thought of starting a small business of your own . . . a franchised drive-in, or maybe a service business. Trouble is, you need $10,000 to $15,000 to get started and even then it's a gamble—with slim chance of ever making really big money.

But there is *one* business which could make you rich—almost overnight! And the beauty of it is, you can start on a shoestring during your spare time, even while holding your regular job.

Cash by Mail

The business is Mail Order—and it's fabulous! Come up with a 'hot' new item . . . and WHAM!

It strikes like a bolt of lightning!

Suddenly, you are deluged with cash orders from all over the country . . . MORE MONEY than you could ever make in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield Magazine. His ad pulled 22,000 orders—over A HALF MILLION DOLLARS IN CASH!

There is no other business where you can make a fortune so quickly!

• A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!

• Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

You mail out beautiful catalogs which offer hundreds of dollars worth of fine, quality gifts—yet you don't invest one cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "drop-shipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

The thrill of receiving money in your mail is one you'll never tire of!

Repeat orders alone, just from mailing catalogs, could bring you a steady income for the rest of your life!

Yes, Mail Order is the fastest-growing, most profitable business in America! And now, with more people moving to the suburbs . . . the population explosion . . . and the expanding teenage market . . . we are on the verge of the BIGGEST BOOM in Mail Order history!

Now, with the help and backing of Mail Order Associates, Inc., of Montvale, N.J., you can follow the same proven steps to Mail Order success—using the 'secret' of financial leverage!

Start Now

We supply you with beautiful gift catalogs throughout the year. All products are dropshipped for you, with up to 100% mark-up! You get free samples of top-selling mail order items, plus monthly trade reports on 'hot' new products . . . tested, successful ads are sent to you monthly. You get advertising directories, postal laws, complete courses, expert guidance—EVERYTHING you need to practically guarantee YOUR SUCCESS. Why? Because *our* business depends upon *your* success. It's mutually profitable!

A recent feature article in Income Opportunities Magazine stated, "Mail Order Associates Inc., offers the most comprehensive Mail Order program ever offered to beginners." They go on to say, "This could be the opportunity you've been looking for. A chance to get in on the ground floor in a little-known business which we believe is on the verge of a new boom."

Free

We are now accepting a limited number of charter members in our new Mail Order Program. No previous experience is required but you must be over 21.

If you are sincerely interested in starting a profitable business of your own . . . if you can see the tremendous advantages which Mail Order offers . . . then ACT NOW!

Mail the coupon today, or simply send your name and address on a postcard. No salesman will call. We will send you a free book—gift catalog, reprints of feature articles, plus complete facts about our program. Write to:

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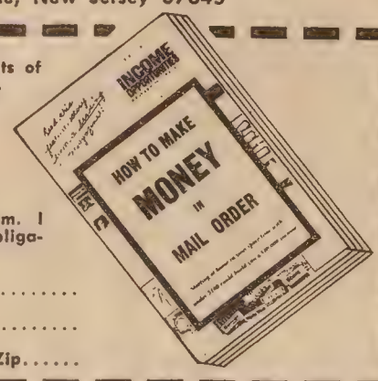

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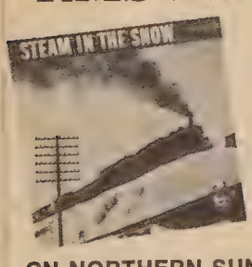

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Hartwell Railway

2	400	GE	44-ton	B-B	22,000	88,000	1950	
2559	300	GE	45-ton	B-B	22,500	90,000	1941	20

Louisville & Wadley Railway

This shortline owns no locomotives.

Milstead Railroad

104	——	Rogers	——	0-6-0	?	?	1905	26

St. Marys Railroad

500	500	GE	80-ton	B-B	47,500	160,000	1943	
501	1600	Alco-GE	RS-3	B-B	52,500	240,000	1951	
502	1600	Alco-GE	RS-3	B-B	52,500	240,000	1956	

Sandersville Railroad

100	1200	FM	H12-44	B-B	72,000	246,000	1953	
200	1200	GM-EMD	SW1200	B-B	?	?	1964	

Savannah & Atlanta Railway

22	1000	Baldwin	VO 1000	B-B	?	?	1940	21
100-107	1500	BW	DRS 6-4-1500	A1A-A1A	?	?	1948	22
108	1600	BLHW	AS-416	A1A-A1A	?	?	1950	22
109	1600	BLHW	AS-416	A1A-A1A	?	?	1952	22
110	1600	BLHW	AS-416	A1A-A1A	?	?	1955	22
2705-2715	2500	GM-EMD	GP35	B-B	63,879	255,517	1965	

Savannah River Terminal Company

This shortline owns no locomotives.

Savannah State Docks Railroad

101	1000	Alco-GE	S4	B-B	59,800	200,000	1952	
102	600	GE	70-ton	B-B	41,300	140,000	1953	

South Georgia Railway

292	600	GE	70-ton	B-B	34,400	137,600	1946	23

Tennessee, Alabama & Georgia Railway

50	1800	GM-EMD	GP18	B-B	59,730	244,430	1960	
707-709	1500	GM-EMD	GP7	B-B	60,043	244,400	1951	

Valdosta Southern Railroad

655	900	GM-EMC	NW1	B-B	?	?	1937	24
955	900	GM-EMD	SW900	B-B	?	?	1958	

Wrightsville & Tennille Railroad

This shortline owns no locomotives.

Notes on Georgia Shortlines

Rosters are based on data supplied by officials of CI, CV, SM, Sandersville, Southern, SSD, TAG, W&T, and A&WP and are accurate as of second quarter, 1967. For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route mileage less than 400. Locomotive builders: GE, General Electric; GM-EMD, General Motors-Electro Motive Div.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; GM-EMC, General Motors-Electro Motive Corp.; Alco-GE, American Locomotive Co.-General Electric Co.; Alco, American Locomotive Co.; FM, Fairbanks-Morse.

(1) A&WP 553 and 678, no longer on roster.

(2) ASM&L 1, originally Central of Georgia 1, then ASM&L 1.

(3) C&WC 200-220 inherited by Atlantic Coast Line, renumbered 254-274.

(4) C&WC 800-803 inherited by ACL, renumbered 717-720.

(5) C&WC 900-905 inherited by ACL, renumbered 424A-429A.

(6) CI 38, 97 originally Washington Terminal Co. 54, 52, then CI 38, 97.

(7) CI 115, 117 originally Chicago & Eastern Illinois 115, 117, then CI 115, 117.

(8) CV 85 originally Birmingham Southern 85, then CV 85. Was traded to GM-EMD for 101.

(9) G&F 73 originally Elgin, Joliet & Eastern 207, then G&F 73. Scrapped.

(10) G&F 81 originally Southern 41, then G&F 8[illegible]. It was train consisting of power car and 2 coache[illegible]. Scrapped.

(11) G&F 91 originally EJ&F 400, then G&F 9[illegible]. Scrapped.

(12) G&F 705-706 traded to GM-EMD Jan. '6[illegible].

(13) G&F 801 originally Cincinnati, New Orlea[illegible] & Texas Pacific 6105, then G&F 801. It was trad[illegible] to GM-EMD in Oct. '64.

(14) GAS&C 15 originally Georgia Northern 7[illegible], then GAS&C 71, then GAS&C 15.

(15) GAS&C 16 originally Southern 4100, th[illegible] GAS&C 4100, then GAS&C 16.

(16) Georgia Northern 2 was originally tra[illegible] consisting of power unit and 2 coaches. Train h[illegible] been scrapped. Power unit, although off the rost[illegible] is retained for preservation.

(17) GN 12 originally GN 172, then GN 12.[illegible]

(18) GN 13 originally GN 801, then GN 13.

(19) GN 14 originally Southern 4105, then G[illegible] 4105, then GN 14.

(20) Hartwell 2559 originally U.S. Maritime Co[illegible] mission 2559, then Hartwell 2559. It was sold Pan American Engineering Co.

(21) S&A 22 originally Central of Georgia 2[illegible], then S&A 22. Scrapped.

(22) S&A 100-110 traded to GM-EMD June '6[illegible].

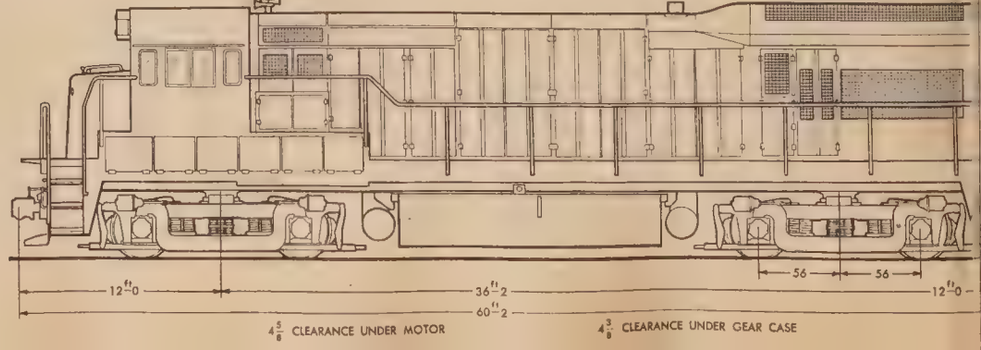
(23) SG 292 originally SG 202, then SG 292.

(24) VS 655 originally EJ&E 401, then VS 655.

(25) A&N 70 was renumbered A&N 1.

(26) Loco was originally A&WP4, then A&W[illegible] 104, then Milstead 104.

The U33B, new type 3300-hp locomotive in 4- and 6-axle units has been designe[illegible] and built by General Electric Co. especially for use in high-speed freight traffi[illegible]



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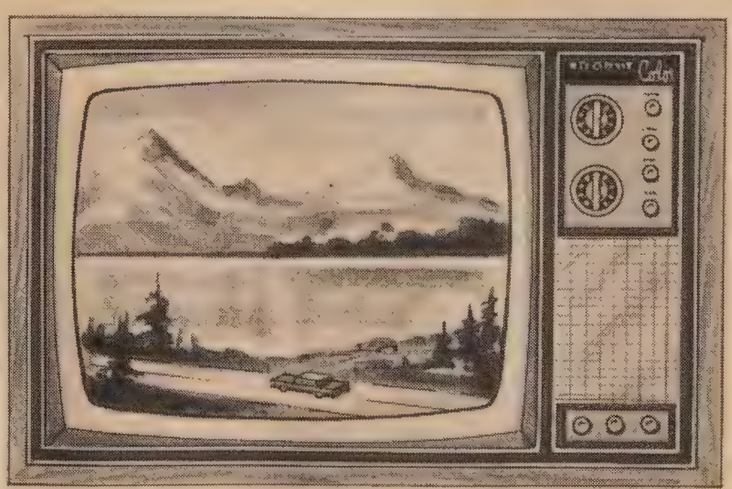

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HOBBY CLUB

Conducted by Sy Reich

BOB WAYNER, railfan author and publisher of railfan calendars, tells us that the new high-speed passenger cars that Budd is building for operation over the Pennsy this fall have no window shades. The reason? It is feared that vandals would ruin them. Another interesting fact about the new cars is that their sides are convex, rather than straight. The reason? So that some passengers will be less likely to suffer from the kind of car-sickness that might be caused by looking straight down at the ties on high-speed runs.

Sy Reich

SP and PRR: a Contrast

"It's time you quit printing tirades against the railroad managements which are discontinuing passenger trains," writes Thomas Kopriva, 8805 S. Tulley Ave., Oak Lawn, Ill. 60453, "and consider reasons why the rail passenger business is dying. For example, you charge the Southern Pacific with killing its passenger trains, but you fail to mention that 20 years ago the SP invested many millions of dollars in streamliners, but the public gradually deserted them, and now the road faces estimated passenger losses of $16 million a year. Such losses can't keep piling up much longer without bankruptcy. Government subsidy is not the answer. As a taxpayer I would object to paying for someone else to ride trains. A train that can't pay its own way should be dropped."

Editor's note: On that basis, Tom, would you *also* drop city police departments, public schools, museums, parks, public libraries and swimming pools, and the U.S. Army? None of those things pay their own way. Furthermore, why can't the SP be as public-spirited *today* with regard to passenger business as the Pennsylvania Railroad is, for instance? The Pennsy is currently gambling about $45 million of its own funds, aside from what the Government puts up, on faster and better passenger service between Boston and Washington. In that respect the Pennsy is progressive. (See page 60.)

Joyce Byrd, Railfanette

Miss Joyce Byrd, who lives at Rte. 1, Box 896, Jay. Fla. 32565 and occasionally runs 2-6-2 steamer No. 101 for the T. R. Miller Mill Co. at Brewton, Ala., was "swamped with mail" and even got some long-distance phone calls as a result of our publishing her picture in September issue. So says the 101's hogger, Bob Rucker, P.O. Box 64, Milton, Fla. 32570. We thank Bob for sending us that photo in the first place.

Joyce Byrd rides former L&N caboose.
Max W. Curran, East Brewton, Ala.

"Recently," he writes, "a steam excursion with over 300 passengers came here from Pensacola, Mobile, and New Orleans, and another from Chicago. Among the passengers were 3 visiting Louisville & Nashville engineers, one conductor, and Pensacola's mayor and his wife. The mayor rode the cab of the 101 to watch Joyce run the engine under my supervision. I let her bring the train into Brewton on the 3 p.m. trip. Several fans made movies of it. Joyce was in her best form that day, doing so well that I was very proud, and she blew our big whistle like she really meant it. I understand that *L&N Magazine* will publish a picture of her on our caboose—which came originally from that road."

Of Interest to Railfans

"I am exploring the possibility of rebuilding 13 miles of an old narrow-gage line west of Denver as a tourist attraction," writes Robert E. Simpson, mining engineer, 6018 Owens St., Arvada, Colo. 80002. "Now adjacent to interstate highway 70, it was built in 1881-'2 and has a superb view of the Rockies. I have even made tentative arrangements for financing this project. May I hear from interested railfans?"

We have always been impressed with the high quality of photos by the late Robert P. Morris, and have used some of his work in this magazine. His entire collection of over 7000 steam negatives and several thousand photos, some of them rare items, is now available to the highest bidder. The pictures were inherited by his niece, Mrs. Sandra Martorella of Raritan Drive, Califon, N.J. She would like to sell them in one lot, but those who desire a particular item may buy it from her if she has it. Send a stamped self-addressed envelope.

A new book by Thomas T. Taber III, author of *Climax: An Unusual Steam Locomotive* (now out of print), is entitled *The Morristown & Erie Railroad: Paper, People, and Profits* and is due off the press by about mid-October. Advance notices say that it will be of the same high quality which characterizes publications by The Railroadians of America. It will, of course, be reviewed in our magazine as soon as a copy is available.

The steel industry normally requires thousands of new employees a year for hundreds of different kinds of jobs. That is the employment picture presented in a new 96-page book, *Opportunities in Steel.*

Published by Scholastic Magazines in cooperation with American Iron & Steel Institute, it is directed at students in high schools, vocational schools, and technical institutes. Single copies can be obtained by teachers free of charge from AI&SI or may be bought at 35¢ a copy from Scholastic Book Services, 904 Sylvan Ave., Englewood Cliffs, N.J. 07632.

Being too handicapped to get railroadiana on his own, Gary Youngberg, 107 Hill St., Buffalo, N.Y., (zip code?) is appealing to readers to send him tts., emp. tts., *Official Guides, Ry. Equipment Registers*, back copies of employe magazines, etc.

Wanted by Donald Roberts, 516 Reese St., Frankfort, N.Y., (zip code?) a history of the New York Central's West Shore line and info. on what happened to the Central's station and yard in his town.

A thought for the month by Marcus Aurelius: "Time is a sort of river of passing events, and strong is its current; no sooner is a thing brought to sight than it is swept away, and another takes its place; and this, too, will be swept away."

"Who can tell me about the road (now abandoned) that ran in the vicinity of Lake Sunapee, N.H.?" asks Phil Jordan, P.O. Box 403, Manchester, Vt. 05255.

An interesting bit of railroadiana, such as an old 43-page booklet on the Santa Fe's Rates, *Rules, and Regulations for Conductors*, plus a supplementary 8-page Vacation Agreement, both 4x6", or other outdated working agreements,

will be sent free, as long as the supply lasts, upon request to M. D. Sage, research director, Order of Railway Conductors & Brakemen, P.O. Box 4011, Cedar Rapids, Iowa 52407. Ordinarily, such items are unavailable to railfans.

Some West Coast readers were delighted to find a mistake in the caption under a photo in our October issue, page 15. It gave them a chance to point out gleefully how wrong we were in saying that the Bishop Museum is in San Francisco. Actually, it is located in Hawaii at 1355 Kalihi, Honolulu. Called the Bernice Pauahi Bishop Museum, it was built as a memorial to the Hawaiian princess whose name it bears. We should have known that, of course, but we didn't. And we *do* welcome corrections.

An authentic railway depot was dedicated last August 12th at the Mid-Continent Railway Museum in North Freedom, Wis. The "Rattlesnake Line" station was donated by the Chicago & North Western, which often aided the Museum. It had originally been located in Rock Springs, Wis. Contractors built a foundation and moved the structure to its present site, but M-C members did everything else from dismantling the building for movement via a low-bed trailer, to rebuilding, painting, wiring, etc. The dedication ceremony honored Mrs. Alma Waite, who had made large cash contributions in the name of her late husband, a North Western railroader for over half a century.

Tales of Two Cabooses

In view of *Railroad's* front cover, we are including some caboosiana here: items from Bethany, Okla., and Everett, Wash. (The latter was sent to us by a retired Northern Pacific car foreman, R. E. May, 1414 Kossuth Ave., Everett 98201.)

At Bethany, the Children's Convalescent Hospital has an old crummy, retired by the Santa Fe in 1954 and donated to the institution, standing outdoors on 20 feet of track. Inside the old relic is a miniature railroad layout, donated by the Capital HO Model Railroad Club. The young patients, taken to the caboose in wheelchairs, find escape from their various diseases by sitting behind the controls that operate the tiny trains.

Two years ago outdated electric wiring and dust-clogged equipment rendered the layout inoperable. E. Clay Venable, administrator at the hospital on the hill, was as dejected as his little patients.

"One of the biggest problems with long-term young patients," he says "is maintaining discipline. The caboose and all its toys became our number one reward. If we'd even hint that a particular child might not be allowed to use the facilities for just one day, you'd think the boy's world was coming to an end."

But volunteer workers repaired the model railroad and repainted the caboose a bright red; and thus the cloud of gloom that hung over the hospital was lifted.

The other retired crummy on our agenda also concerns boys. Between the fence and the swimming pool at Ralph Mackey's home on West View Drive at Everett is a retired Great Northern waycar. It's 34 feet long, 9½ feet wide, and 14½ feet high. Ralph saved it from junk dealers by buying it at scrap price to use as a playhouse for his three sons, aged 7, 9, and 11.

Ireland Heard From

Arthur Hughes of 87 Botanic Road, Glasnevin, Dublin 9, Ireland, sent us a summer timetable of his country's rail system with these comments: "This new

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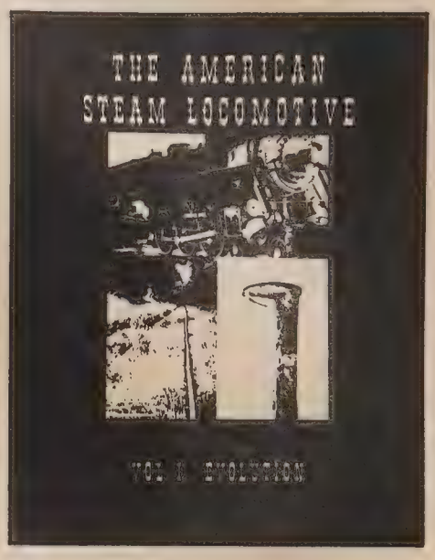

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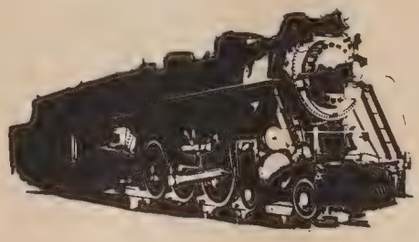

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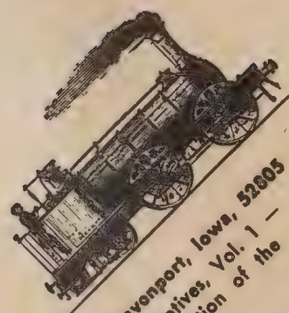

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issue sees the introduction here of the 24-hour clock which has been in use for some time in England and on all European railroads for many years. I do not agree with it, because in every other way people use the old system and the two uses can be confusing. It is a bit silly to say 'I'm travelling down to Cork on the 14.25 train, so I'll meet you at the station at ten past two.'

"Another interesting feature of this schedule is that it sees the first mile-a-minute train on Irish railways. Prior to this the fastest ever booked was 55 mph, but now the 08.45 and the 14.25 from Dublin to Cork and the 18.00 return are scheduled to cover the distance between Dublin and Limerick Junction at exactly 60 mph, start to stop. I know that we are a bit behind the times with this, but we feel good about it anyway.

"This is not the fastest timing, however, between Cork and Dublin. Back in 1936 in the good old steam days, a special train was scheduled for the arrival of the new American ambassador to Ireland. The train covered the distance from Cork to Dublin in 2 hours and 25 minutes net time for 165 miles, a record never equalled since in this country by steam or diesel. It has been said that the ambassador was scared out of his pants by this high speed."

Along the Steam Trail

A free history of the narrow-gage East Broad Top, a 30-mile steam line in central Pennsylvania, and its trolley museum will be mailed to anyone who sends a self-addressed stamped envelope to Sherm Shook, 160 Andover St., Wilkes-Barre, Pa. 18702, as long as the supply lasts.

"Does Memphis Union Station have the only coal chute and water spout for steam locos left in the Tennessee area?" asks F. W. Brannan. (We couldn't decipher his address.)

The Long Island's last regularly-scheduled steam passenger train, powered by No. 50, class B-5s, ran Oct. 10, 1955, from Oyster Bay to Long Island City, then deadheaded to Morris Park, where the loco was scrapped. Six days later, steam engine 35 pulled a fantrip and then met the same fate. So says John Eberhardt, 88-16 74th Pl., Woodlawn, N.Y., correcting a misprint in a recent issue.

"There's no chance now that Reading Rail Rambles will ever be revived with steam power," laments C. N. Vallette, 1026 Claire Ave., Huntingdon Valley, Pa. 19006. "The last two T-1 steamers, 2100 and 2102, were sold at auction for scrap prices to Steam Tours of Akron, Ohio, and Striegel Supply Co., Baltimore, Md., respectively, but I don't know what will be done with either of them. Maybe some reader can tell us."

This Christmas-card scene (a folder 7¼x5½") is one of 36 steam railroad subjects offered this year by Swanbro Publications, 1117 N. 40th St., Seattle, Wash. 98103, an illustrated catalog of which may be had for 25¢ The cards come in boxed series, each containing 4 different subjects, 24 cards with envelopes, $3.5 a box. Canadian customers pay slightly more, for Customs duty. The business run by "Spike" Brown, Vancouver, B.C., Canada, and artist "Gus" Swanberg, Seattl

Canadian National 4-4-0 No. 40 is now stored in Ottawa, waiting to be placed with other CN and Canadian Pacific steamers in the National Museum of Science and Technology in this city, reports O. H. Gilchrist, Ottawa, Ont., Canada. (We couldn't read the name of the street he lives on.)

America's steam-operated tourist shortlines are attracting visitors from all over the world. Gilbert A. Foss, manager of Bear Creek Junction Railroad, Rte. 3, Box 135A, Robbinsville, N.C., tells us that during one month recently the BCJ had 4 visitors from the Canal Zone, 5 from West Germany, 4 from Australia, 3 from England, and one each from Scotland and Nicaragua.

On the last Burlington steam run, July 17, 1966, sponsored by the Illini Railroad Club, Mrs. John K. Miller writes that she donated to a fund to save the steamer, 4960, for future trips. Later, she heard this engine had been sent to Wisconsin, and wondered "where all those dollars went." The Illini group says they did not collect money on that trip for the preservation of steam locos but for the upkeep of their museum's railroad equipment. They also suggest that Mrs. Miller may have contributed to a movement called "Steam Lives," which has been collecting money in the Chicago area and on Illini fantrips for the preservation of ex-GTW 5629, CB&Q 4963, and CB&O 5632.

The July 17th excursion was a bitter one for Illini members. They had give almost $20,000 to the Steam Preserv tion Fund, which was to be used by th Burlington line to perpetuate at lea one of its steam locos. The total fun amounted to more than $80,000, d nated over a five-year period by fam historians, children, railmen, etc. Whe CB&Q steam was totally abandone this money went down the drain. Th Illini people decry this as an outrigh violation of trust.

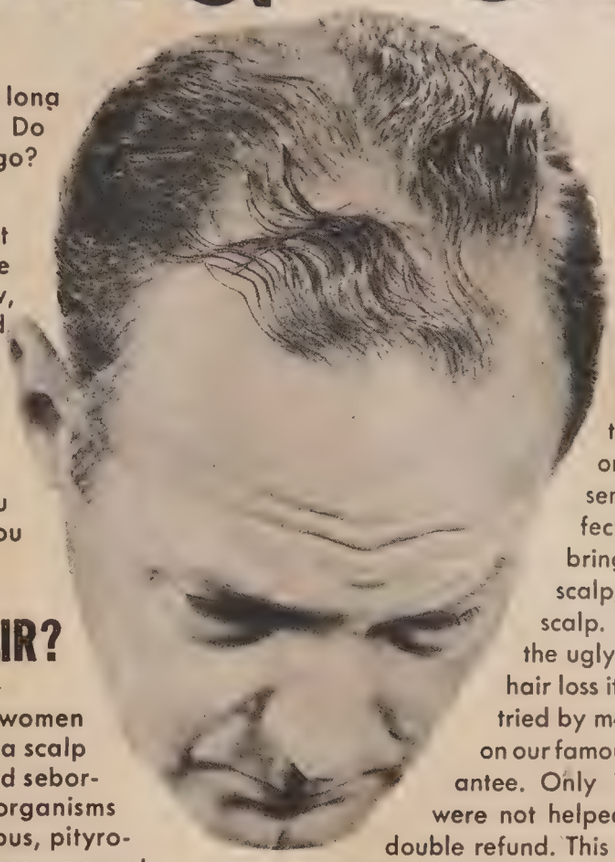
Joe Easley's page in our August issu pictured Canadian National engine 4 "It may interest readers to know tha this 4-4-0 woodburner is still extant writes W. J. Kouri, 72 Gamble St Toronto 6, Ont., Canada. "She was di played to the public at Belleville, Ont during Canadian Railroad Week i 1964, together with other oldtimers. understand she was first used about 10 years ago. She weighs 37 tons, with 13 pounds of steam pressure."

The former Great Western 2-10- No. 90 is now running on the Strasbur Rail Road, repainted and relettered t that road's name, and has little troubl climbing the grade out of Paradise, Pa reports Fred Hunt III, director of Win chester Chapter of NRHS, 1004 Alle Drive, Winchester, Va. 22601.

The recent visit to Kamloops, B.C Canada of the steam locomotive *Dur robin* and a salon car, both formerl used by the Duke of Sutherland i Scotland, was especially nostalgic fo Angus Mackay of Glenfair, B.C.

In his youth Angus was a wiper o the engine in Inverness, Scotland, wher she was kept in the roundhouse. H

IS YOUR HAIR GROWING OR GOING?



Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?

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Every year thousands of men and women go bald — needlessly — because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permament damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

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C. La M., Philadelphia, Pa.

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R. W. C., Cicero, Ill.

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I feel encouraged to say that the infuriating scalp itch which has bothered me for 5 years is now gone.
J. M. K., Columbus, Ohio

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said cleaning the engine was a meticulous job, underneath was all enamelled white, and the inside of the cab also was white enamel. Royal autographs were written on the cab walls, indicating guest engineers driving the train.

The *Dunrobin* was given priority running rights over all Highland Railway lines and could have rights any time she might go to London, says Angus.

He worked on the engine before World War I. The engineer, Jim Rhind, also had other duties on the estate, and doubled as chauffeur for the Rolls-Royce. The train had 2 or 3 cars, as the Duke of Sutherland took his parties wherever he went.

After reading in Railroad Magazine that a Union Pacific "Big Boy" was stored in the Cheyenne, Wyo., roundhouse, 13-year-old Rod Riley, son of a Santa Fe conductor, 1209 W. 5th St., Emporia, Kan. 66801, went there with his parents in the family automobile.

"To gain permission to see the massive engine," he writes, "you must see Assistant Superintendent Murphy in the Cheyenne depot, room 203. We got his okay and headed for the roundhouse, just across the tracks from the depot. Entering a side door, we first saw a huge Northern type, No. 8444. Then in another room we found the Big Boy, No. 4023, and beside her a Challenger, No. 3985, both in good condition, although the 3985 was separated from her tender for repairs. These two engines probably will be fired up again in 1969 for the 100th anniversary of the driving of the golden spike. I hope some vandalizing fan doesn't do anything to ruin other fans' chances of seeing those engines in action.

"After leaving Cheyenne, we visited the steam-powered Black Hills Central, where I rode the cab of 2-6-2 No. 7 (Baldwin, 1919)."

Getting back to the subject of Big Boys, here is an anecdote about Gorton T. H. Wilbur, resident vice president of the Railway & Locomotive Historical Society. The item, under a New York date line, was sent to many newspapers by United Feature Syndicate, Inc.:

Not all of us, of course, have trouble with canaries that refuse to sing. But, for the benefit of those who do, I want to give you the formula discovered by Gorton T. H. Wilbur of Elmhurst, N.Y. (41-96 Gleane Street).

Recently, the Wilburs' 5-year-old canary died and they immediately went to the pet shop and selected a little ball of yellow fluff who was outsinging all the other canaries. But when they got him home he fell silent and for days there wasn't a single chirp. One Saturday morning, however, Gorton began to play his recorded collection of steam rail sounds, whistles, grinding wheels and the stack music of locomotives. tives. puffing along three Norfolk & Western And then came—our little boy peep shook his feathers, twittered briefly and burst forth with the most beautiful trills and songs you ever heard! And so, if anybody has a bird who won't sing, I recommend my remedy—the call of a steam locomotive whistle in hi-fi."

New Steamboat Book

***Steamboat to the Shore*, a new book by George H. Moss, Jr., 104 pages 12x9", with hard-cover binding, may be bought for $8.95 from Jervey Close Press, Box 123, Sea Bright, N.J. 07760. Long before steam railroads connected New York City with the bay and sea-shore resorts of Monmouth County in northern New Jersey, several steamboat lines transported freight and passengers from shore resorts, including Red Bank, Long Branch, and Atlantic Highlands, across the Lower Bay and through the Narrows to downtown Manhattan. Many of the 135-plus steamboats that plied those waters are accounted for in this book. Among the 96 illustrations, all adequately captioned, are early sketches, photos, 3 maps, 9 full-color plates, and a double-page foldout. Included are the Jersey Central's Sandy Hook Line steamers which supplemented rail service to the city until World War II. Years before, other lines had made connections at Jersey points with stages and even trolleys. George's book is a worthwhile contribution to the history and lore of steamboat and train travel.**

"There came a pause," Gorton told me, "between a Union Pacific Big Boy thundering into Laramie and a coal drag

"This is the only air-conditioned maintenance-of-way car I've ever seen," writes C. T. Steeb, who made this photo on Southern Pacific at Marysville, California.

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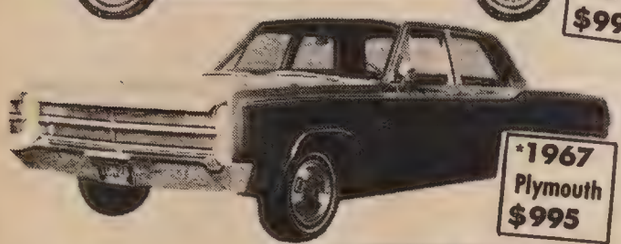

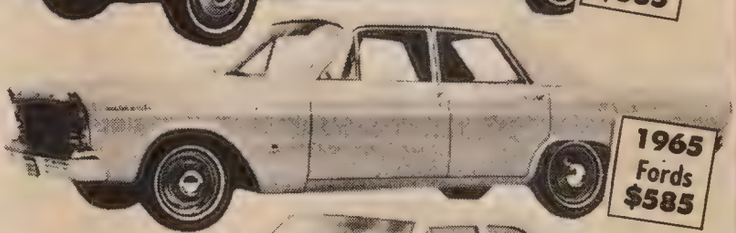

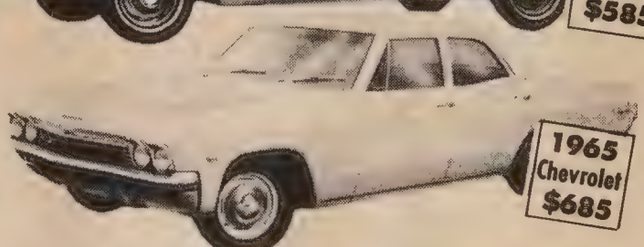

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Constance J. Card reviews

BOOKS OF THE RAILS

THE ORIENT EXPRESS: *The story of the world's most fabulous train,* by Michael Barsley, 209 pages, 6x9¼", illustrated, indexed; Stein & Day, 7 E. 48th St., New York, N.Y. 10017, $6.95.

Having read Freeman Hubbard's cover-featured article in the Oct. '62 issue of *Railroad Magazine* entitled "Adventure Rides the *Orient Express,*" which ends with these words, "Gone are days when, as *Time* magazine put it, 'Elegant prostitutes provided companionship for the long journey to the Orient'," your reviewer approached Barsley's full-length work expecting to find it coruscated with anecdotes and glittering details—as, indeed, it is. The illustrations, like the text, are well chosen and imaginative. In the days before and between the two world wars, the international glamour train ran between Paris and Constantinople (now called Istanbul), crossing ten national borders. Wagon-Lits Company owned and operated its luxurious cars. We read:

The seats had velvet covers topped by Brussels lace, and lush damask curtains hung from the windows; the fittings weer of solid oak and mahogany; hand-cut glass reparated the sleeping compartments from the outside aisles. In elegant salon-cars, diners lingered over oysters and chiled glasses of champagne, served by attendants in morning coats, light blue breeches, white stockings, and buckled shoes.

Barsley has written 18 books. If the others are as piquant as this one, we'd like to read them all. Here are a few excerpts from his latest:

You stroll up the platform . . . There are the day-coaches, packed to the roof with luggage, and with hardy souls who are apparently willing to sit the journey out for three days and nights. Here only *bonhomie* exists. The top *Orient Express* traveler is either a snob, a spy, or what is known as "a lady companion" . . . You recoil from the humanity of the day-coaches and return to the silent spectral splendour of those reserved for the night-folk so well-beloved of the Wagon-Lits Company. . . .

The last flurries of farewell . . . Perhaps a rose is thrust into a black-gloved hand, at the last moment. Perhaps the conductor realizes that, with the lights burning late in the Quai d'Orasy (the French Foreign Office), the Minister may not arrive to claim his cabin . . . The hiss of steam blurs the image as, prompt to time, this railroad symbol of a sumptuous way of life pulls out into the night, through the suburbs of Paris, heading for those romantic names on the destination-boards. . . .

Walking down the corridors of the *Orient Express*. . .was like a stroll along the Rue de la Paix. The gentlemen glanced appreciatively; the ladies glanced back roguishly. . . .

(Quoting Marghanita Laski) "Once in a sleeper . . . total relaxation is achieved. No one can get at you, write to you, ring you up; and around you are strangers . . . I've been to Istanbul and back, just for the journey. The peace that can be obtained in a sleeper on a train is elsewhere unobtainable this side of the tomb."

Maurice Dekobra, cited in Barsley's book, wrote about a Lady Diana:

. . . a ravishing blonde who had every inclination to be ravished . . . "It's best we part as friends," she said . . . "I have a ticket for Constantinople. But I may stop off at Vienna or Budapest. That depends absolutely on chance or on the color of the eyes of my neighbor in the compartment."

Barsley's book may be compared to a ride on the *Orient* itself in its glory days. It's a whirl of color and excitement, opulence, drama and adventure, peopled by nabobs, statemen, dvas, couriers, diplomats, and courtesans, ending with the departure from Istanbul:

The *Orient Express* glides out of the station's humid shade into the brilliant sunshine, sidling past the old Seraglio walls towards the first of many frontiers.

HISTORY OF THE READING: *The Collected Articles by Jay V. Hare 1909-1914,* 336 pages, 6¼x9½", illustrated with photos, maps drawing indexed, published by John Strock, 2216 Summer St., Philadelphia, Pa. 19105, $12.50.

Today railroad history is being re reached and recorded endlessly. A major history written between 1909 and '14, such as this one, is an immeasurabe contribution to the field. These scholarly articles on the Reading first appeared in *The Pilot* and *Philadelphia & Reading Railway Men* magazines. The author, a Reading secretary and treasurer, compiled the work from personal interviews and company files. John Strock has preserved these rare articles in their original form in one hard-cover book. The old-fashioned type, photos, and maps are reproduced very well.

Mr. Strock published this work not for profit but to place it in libraries to be used as reference work. He has already sold most copies of his first printing. However, if he were to receive enough notes from our readers willing to buy copies, he might go ahead with another printing. We recommend this book.

MAN FROM STEAMTOWN: *The Story of F. Nelson Blount,* by James R. Adair, 224 pages 5¾x8½", 17 pages of photographs and full-color frontispiece, Moody Bible Institute, Chicago, Ill. $3.95.

Readers of "The Nelson Blount Success Story" in our June issue will appreciate this more complete biography of an exceptional man. Railfans know that Nelson Blount has the country's largest collection of full-size steam locomotives and has spent most of his life time pursing rail hobbies. This book also tells of his meteoric rise from near poverty to millionaire status and emphasizes his present role as an evangelist. The author's style is entertaining and the pictures are good.

VINTAGE STEAM, by Frank Roberts 179 pages, 5¾x8½", illustrated, Th Caxton Press, P.O. Box 363, Christchurch, New Zealand, $3.50.

Frank Roberts was driving engine around the turn of the century in country which still has a strong pionee flavor. New Zealand also has the distinction of being one of the world's most rugged countries geographically. It has, therefore, a wild colonial atmosphere in which the young engineer lives the stories now collected in this book. Written intimately and humorously i the first person, these true stories com alive and reveal all the classic element of railroading that old hoggers anywher will remember. The book includes 4 photos, some of them quite good, als engine diagrams, and even charts whic show the rail mileage in terms of eleva tion, an important factor in mountainous country. Model fans will enjoy it account of miniature trains.

THE PROVOCATIVE PEN O LUCIUS BEEBE ESQ., 275 page 9¼x6¼", not illustrated, published b Howell-North Books, 1050 Parker St Berkeley, Calif. 94710, $5.95.

The vibrant and satirical personalit of Lucius Beebe is captured in this col lection of anecdotes from his weekl column in *The San Francisco Chronicle* After scanning this new book, one wi understand why Beebe's many volume of steam railroading catch the flavor a well as the facts of an era. He hate present-day conformity, and his lov of an earlier style of life is well known to railfans who have read, for example *Mr. Pullman's Elegant Palace Car* Beebe not only wrote prolifically of by gone elegance but lived it as well. I his early days as a newspaper reporter he once covered a fire in a stylish morning coat.

These commentaries, which the journalist-historian wrote in the six years before his death in 1966, have something to say about public figures, institutions, events, viewpoints, you-name-it. One item, "The Jet Set and the Hell Cart," describes a jet airplane thus:

This fantastic hell cart, evolved on the drawing boards of the mad scientists of three nations, was going to be the veritable capstone of 20th Century progress and the most impressive monument to

(*Continued on page 59*)

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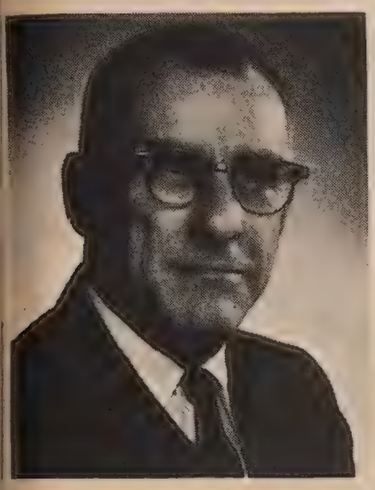

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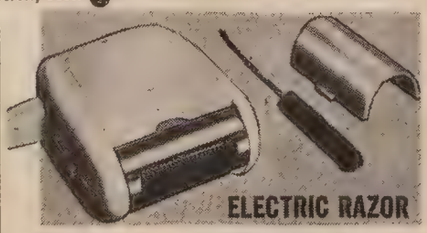

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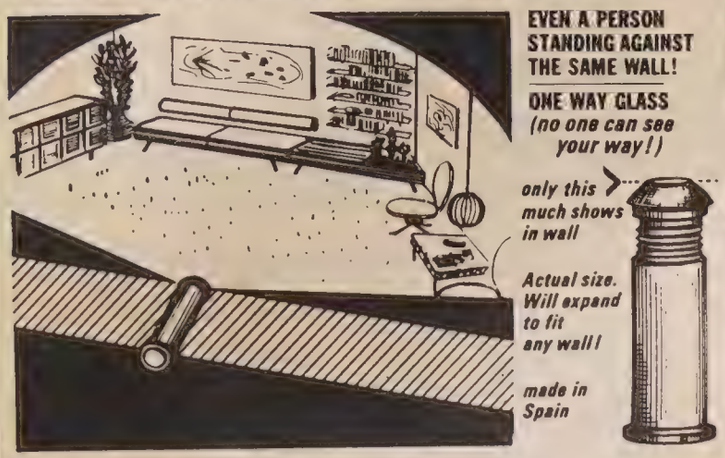
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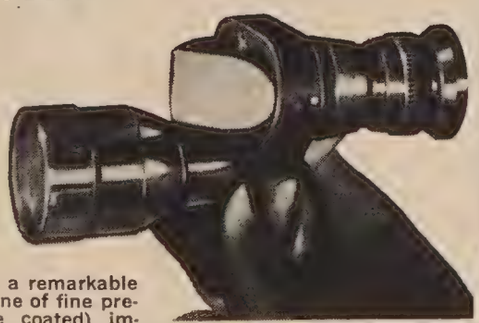

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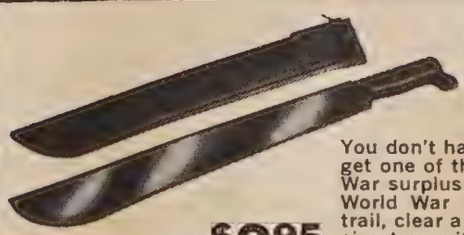

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the transcendent genics of *homo sapiens* since the beginnings of recorded time. When it was perfected and in full flight future generations would be smitten with amazement at the truly fantastic boon of being able to get from Paris to Tokyo in ten hours instead of twelve. The wonder was how the human race had managed so long to get by without this basic necessity for its continued existence."

Beebe's writings give a unique and colorful picture of American life. Those acquainted with him as a rail historian will want to read this book so they may know Beebe as a man. We only regret that this volume has very few references to his great love of railroading.

ABOVE THE CIVIL WAR: *The Story of Thaddeus Lowe,* by Eugene B. Block, 188 pages, 9¼x6¼", 60 pages of illustrations, indexed; Howell-North Books, 1050 Parker St., Berkeley, Calif. 94710, $4.50.

Thaddeus Lowe endowed every venture he touched, from ice machines to flying balloons, with his inventive genius. This biography tells of his exciting life, which included organizing the first U.S. military aeronautic unit, the Balloon Corps., during the Civil War. Later he tried moving flying balloons with railroad cars. One of his major achievements was the Pasadena Mountain Railway, a narrow-gage resort trolley line in the California Sierras which ended with a cable incline on a 60 percent grade. The 300-foot cable line, like the rest of the railway, was the product of many Lowe inventions, and all proved their worth during 40 years of successful operation. The photos illustrate some of the oddities Lowe incorporated into his rail system. This book is entertaining and informative.

THE LABYRINTH, by Thomas Duncan, 348 pages, 8½x5¾", published by Doubleday & Co., Inc., 277 Park Avenue, New York, N.Y. 10017, $5.95.

Tom Duncan, author of a circus novel, *Gus the Great,* has spun this dramatic story around a railroad disaster in Iowa in the 1890's. On the blood-strewn siding, all the town's inhabitants come under scrutiny, and one after another the author exposes their entanglements and passions.

SAN FRANCISCO BAY FERRYBOATS, by George H. Harlan, 195 pages, 8¾x11¼", 325 illustrations, maps, index, glossary, Howell-North Books, 1050 Parker St., Berkeley, Calif., 94710, $7.50.

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all ferries ever to navigate in the San Francisco Bay area, including those operated by rail lines and other companies never connected with the SP. Many of the pictures are from Roy D. Graves, who is famous for his rail photo collection. We think that a lot of readers will enjoy this volume.

Pennsy Risks $45 Million

A DECADE from now Stuart T. Saunders, chairman of the Pennsylvania Railroad, is going to be either (1) an industrial prophet who flew in the face of the general wisdom and turned out to be stunningly right, or (2) a stubborn man who wasted $45 million of stockholders' money on a project that most of his peers thought foolish, reports *Forbes* magazine.

Nearly every major railroad in the country is working overtime to get out of the passenger business. The Pennsy is going the other way. Under Saunders' direction, the Pennsy has virtually rebuilt its 226-mile New York-to-Washington line, retrained 4,000 employees and put cash on the barrelhead to order 50 shiny new Budd Co. self-propelled passenger cars. All this to get some of the passenger business back from buses, airplanes and autos.

On Oct. 29 the Pensy's new *Metroliner* train will begin its nine round trips daily between New York's Penn Station and Newark, Philadelphia, Baltimore, and Washington's Union Station. The time: about 2 hours 55 minutes—40 minutes under the fastest present schedule and over an hour faster than most present trains.

Cheering from the sidelines and helping with some cash is the Federal Government. It is dismayed by the growing cost of providing airports and highway facilities. Washington is looking for less costly ways to take care of the swelling army of travelers. In the East, the railroads offer an especially tempting solution: The rights-of-way are in place, the terminals are located handily in the center of the cities, their potential carrying capacity far exceeds that of either airplane or highway.

"In those areas where the megalopolis is becoming a reality," says Wayne Hoffman, New York Central vice president, "you're just plain running out of land. There's a limit to the number of eight-lane highways you can build, and the same thing is happening with airports. So the Government is being driven back to railroads, which already have the rights-of-way and the equipment. After all, it takes eight lanes of highway to match the capacity of one rail, and it costs $25 million and more per mile to build these highways."

But in a speed-conscious era, the public has deserted the rails. Jets fly Washington-New York in approximately 45 minutes. Why waste even three hours on a train? But the jets are being slowed on the ground, not in the air. In the big cities it often takes over an hour to get to the airport and as much to return, not to mention delayed takeoffs and landings. Thus a 45-minute air trip between metropolitan areas often becomes three hours, total travel time. ●

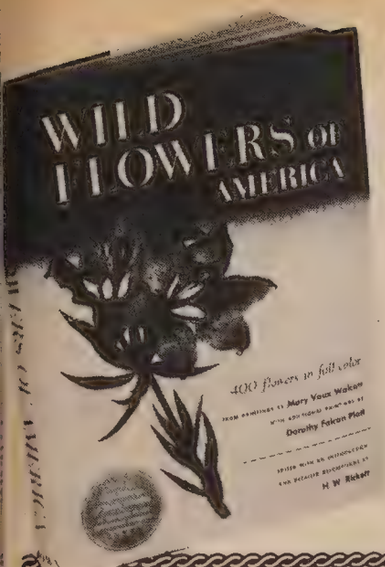
Steam in Mexico

"Have just returned with my wife from Mexico, where we spent 3 weeks photographing what little steam power is left there," writes Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701. "Nearly everywhere we went the story was the same: diesel had replaced steam, sometimes only 3 or 4 days before our arrival. Although we saw one steam freight pull into San Lazaro, it is essentially true that trains into or out of San Lazaro, Puebla, and Cuautla are dieselized. We heard rumors that the famous passenger trains between Cuautla and Puente de Ixtle will be dieselized immediately.

"One remaining spot where you can still be reasonably sure of watching steam in quantity is San Lazaro, where Consolidations were doing most of the switching. Another bright spot on the narrow-gage was the decision to save some of the little 2-8-0's for a tourist line to be opened at some future date between Mexico City, Xochumilco, Tehuacan, and other points. Latest report on the narrow-gage roster shows about 17 diesels and 15 steamers.

"The standard-gage roster, when we were there, included 16 active Niagaras. Valle de Mexico roundhouse still is hard for a stranger to get into, but the impressiveness of the roster makes a short stay in Mexico well worthwhile. We saw from 3 to 7 Niagaras a day working, some in helper service and others pulling trains. As usual, we found the Mexican people to be gracious hosts. We had no difficulty in learning just when and where the steam power would arrive. Huehuetoca, Tula, and San Juan del Rio are still among the best places to photograph steam."

NdeM 3208, a standard-gage 4-8-4, class S-387, built by Alco, has been returned to the city of her birth, Schenectady, after 17 years of Mexican service and is now on display there. Her new owner is the Great North Eastern Railroad Foundation, Inc., a nonprofit group organized in 1963 for the express purpose of acquiring and operating an Alco engine. But the cost of buying the 3208 and bringing her back from Mexico has not yet been met. The Foundation is appealing for funds to pay this debt. Its address is P.O. Box 594, Schenectady, N.Y. 12301. ●



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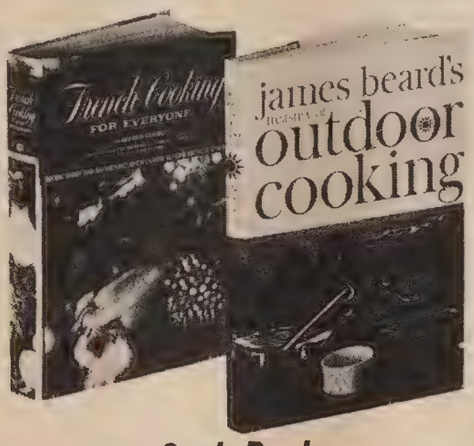

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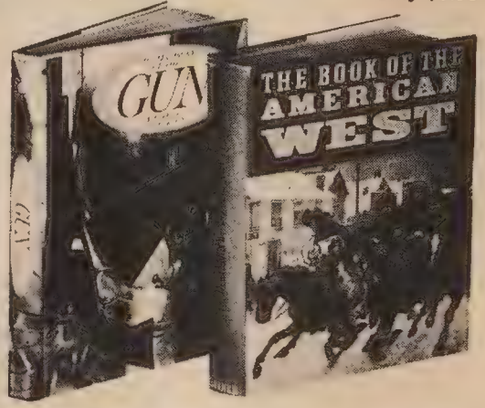

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A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newstands, our Dec. department is already closed. All Jan. entries should reach us before Oct. 5th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JOHN ALLEN, Box 259, Centralia, Ill. 62801, sells unobstructed, sharp postcard negs. of Canadian National steam. No junk. List 10¢.

GEO. AMOS, 2020 E. 34th Ave., Albany, Ore. 97321, sells or trades train orders tts., empt. tts. (SSE)

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size steam pix of LV, CNJ, DL&W, RDG, L&NE, Pennsy, L&HR, Penna. shortlines; also station pix of these roads.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys entire collections of railroadiana (books, tts., switchkeys, catalogs, passes, folders, misc.); also auto, ship, express items. Also sells.

LEN BEARD, Box 112, Wonder Lake, Ill. 60097, wants CA&E, TMER&L, and CNS&M switch keys, also Aurora & Elgin railroadiana.

J. BEARDSLEY, 451 W. Mifflin St., Madison, Wis. 53703, will sell 3 books for $9: "Air Brakes" (1920) by Ludy; "Steam Engine Indicators and Valve Gears" (1918) by Ludy, and "Gasoline Tractors," by Haywood. All like new, (SSE)

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, sells, trades anything FEC. Buys collections of railroadiana. Wants info. on FEC branches and short connecting rds., also Fla. street railways.

JACK BROWN, Box 211, DeWitt, Iowa 52742, has old Railroad Magazines and others to trade for issues of Model Builder, etc. (SSE)

HARRY CHASE, 18 Beech St., Mansfield, Mass. 02048, will send size 120 color prints to NH enginemen who have seen him (tall guy) shooting trains Canton Jct.-Attleboro.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys and trades Alco, Baldwin, and Lima builders' photos.

TOM CICERO, 73-12 35th Ave., Jackson Heights. N.Y. 11372, wants NYC tts. for '30's and '40's.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, wants pix, postcards, railroadiana from Catskill Mt. Ry., Otis El., C&T. U&D, M&S.

T. COTT, Carrick, Otranto Place, Dunleary. Ireland, sells old and rare ry. books, other material, incl. Baldwins "Records of Recent Construction" (1898-1920) and British and Irish items.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells Erie tts. and annual reports. (SSE)

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla., sells old New England rr. stocks and bonds. One bond and list 25¢. (Ed. note: Zip code, Frank?)

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, will buy pix of E-L, New Haven, B&M, B&O, LIRR.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix of CN and CP, List 20¢. Buys, sells CN, CP, TH steam negs.

ED DOCEKAL, 908 Gardner Rd., Westchester, Ill. 60153, wants info. or railroadiana on CA& particularly old Mt. Carmel District. Buys swit keys of any road.

PAUL DUNN, 912 Arch St., Zanesville, O 43701, buys negs.. any size, of roads merged in N&W, relttered N&W. Has some 2¼x 2¼ a 616 to trade.

JIM EHERNBERGER, Box 265, Cheyenne, W 82001, buys old emp. tts. Wants those of CB& Caster, Sheridan, and Sterling divisions; also C Northern Div; UP Neb. and Wyo. divs.; any mat ial on Wyo. shortlines.

IRVIN FIERSTEIN, Box 54, Grand Island, Ne sells 2x2 color slides of UP and CB&Q diese (SSE). (Ed. note: Zip code, Irv?)

W.C. Fox, 9508 Rhythm Rd., Midwest City, Ok 73130, wants info on Ft. Smith & Western.

TIM GAUTREAUX, 701 Narrow St., Thibodau La., sells 8x10 glossy prints of La. steam c lines, gravel lines, streetcars, steam ferries, ste tugs, $1 each. Buys negs. of above and of Mi steamboats. (Ed. note: Zip code, Tim?)

JERE GEIB. RD 1, Mount Joy, Pa., wants marker lamp with initials HLP. State price c cond. in first letter. (Ed. asks: what zip co Jere?)

AL GILCHER, 17 Lochland Rd., Valhalla, N 10595, sells transfers. List and sample pad 10¢

FRANKLIN GNAU, 7140 Ellicott Rd., Orch Park, N.Y. 14127, wants names of towns c miles on 5 suburban lines of New York Rys. ab 1930; also photo-copies of cash fare receipt c list of block towers on Baltimore Div. around 19

W.P. GRANT, 323 University Ave., Oxford, M 38655, will sell by auction issues of Railro magazine 1951 and '55 thru '64; Trains 1 thru 1960; by year. Make offer.

GRAHAME HARDY, Box 622, Carson City, N 89701, will send large free list of steam and e items sold at auction; you set prices.

A. IMOTAC ,Box 82, Noblesville, Ind. 46060. PRR calendars 1929, 30's, and 40's, streetcar c trollers, Street Ry. Journals 1890-1940; compl set for best offers.

ROBT. JOHNSON, 345 Elm Park Ave., Elmhu Ill. 60126, wants GTW steam loco hardware, ste color negs., emp.. tts. Answers all mail.

BILL JORDAN, 304 East Ave. B, Newberry, Mi 49868, wants Aug. '32 and Dec. '50 Railro Magazine, one '52 Off. Guide and one '52 Equ Register.

ARNOLD JOSEPH (sec., N.Y. Chap. R&LHS), 2 Tratman Ave., Bronx, N.Y. 10461, sells back iss Railroad Magazine, Trains, others. Buys collecti of same in good condition.

NORMAN KAISER, 2104 S. 62nd St., West Al Wis. 53219, will sell Railroad Magazine, 1 thru 1945 complete, to top bidder.

JIM KNOOP, 29160 E. Jefferson, St. Clair Shor Mich. 48081, wants book "Steam Trains of So by Suprey; other Soo Line books, pix, railroadia

GERALD KOSCINSKI, 2514 Sunset Dr., Bel Wis. 53511, wants any size negs., pix, railroadia and info on Thunder Lake Lumber RR. and Bis Lumber RR.

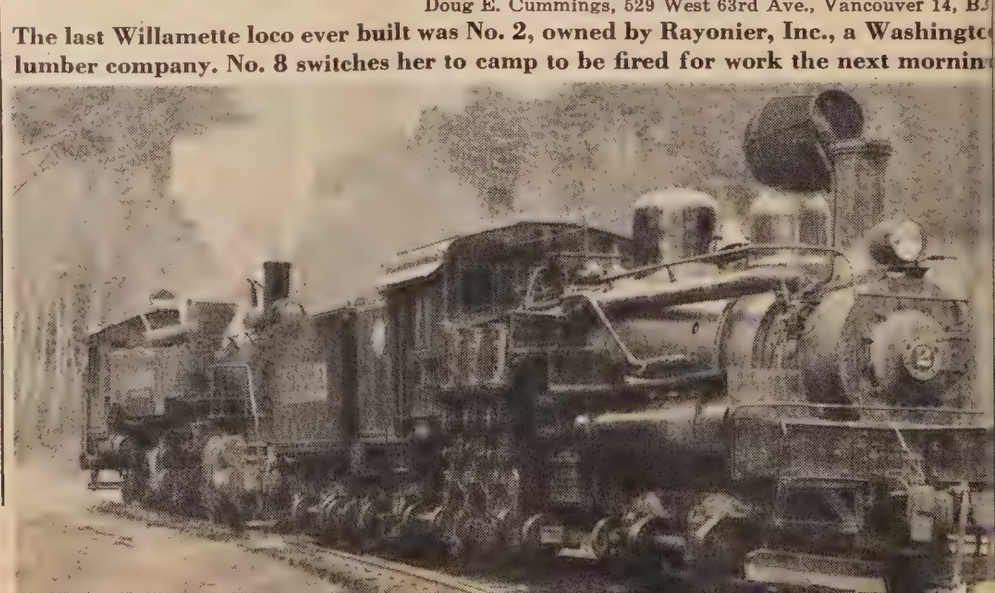
ANDREA KRISS, 1915 Barnett St., Rahway, N 07065, will buy any photos of Pennsy GG-1 48 4888 and 4913.

A. LAPRESTO, 52 Tonnele Ave., Jersey City, N 07306. selling collection of steam negs. (S Wants back issues European ry. mags.

Mrs. DOROTHY LAUGHLIN, 711 S.W. 73rd Av Miami, Fla. 33144, sells 4 diff. color postcards

Doug E. Cummings, 529 West 63rd Ave., Vancouver 14, B

The last Willamette loco ever built was No. 2, owned by Rayonier, Inc., a Washingt lumber company. No. 8 switches her to camp to be fired for work the next mornin



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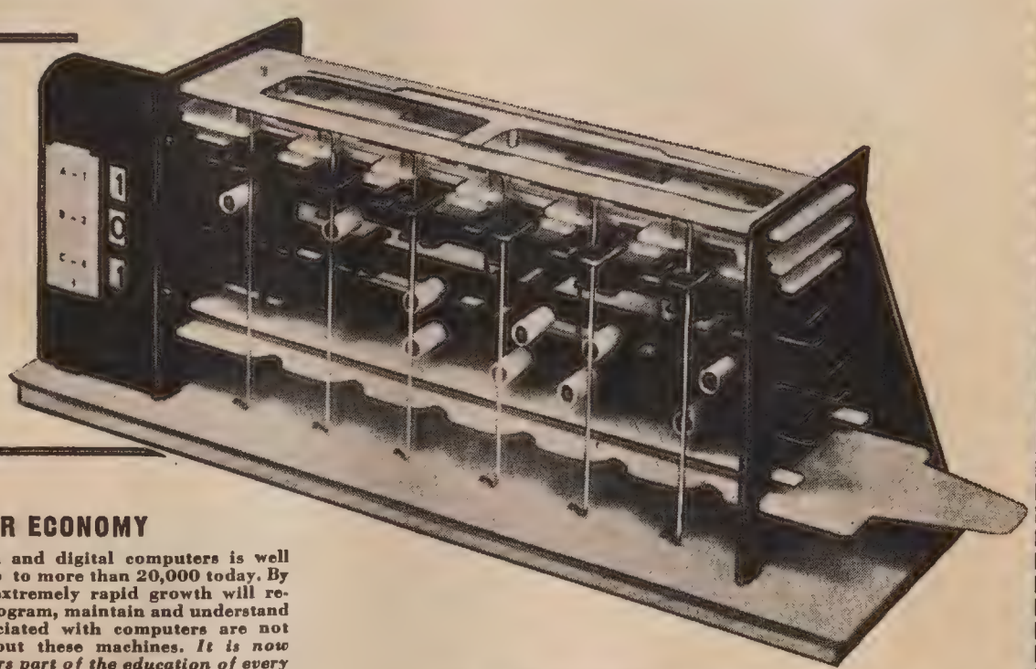

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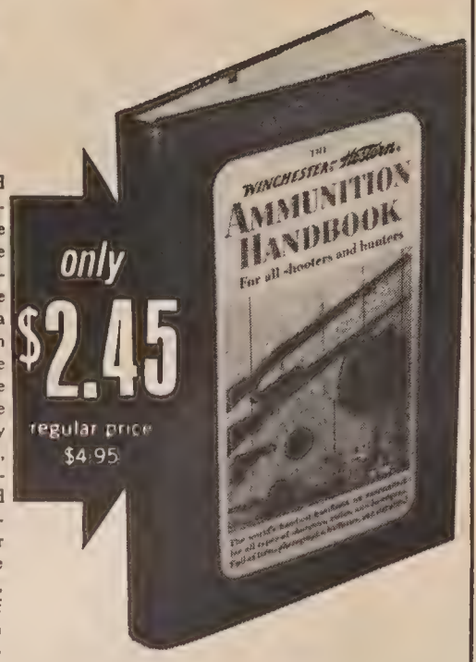

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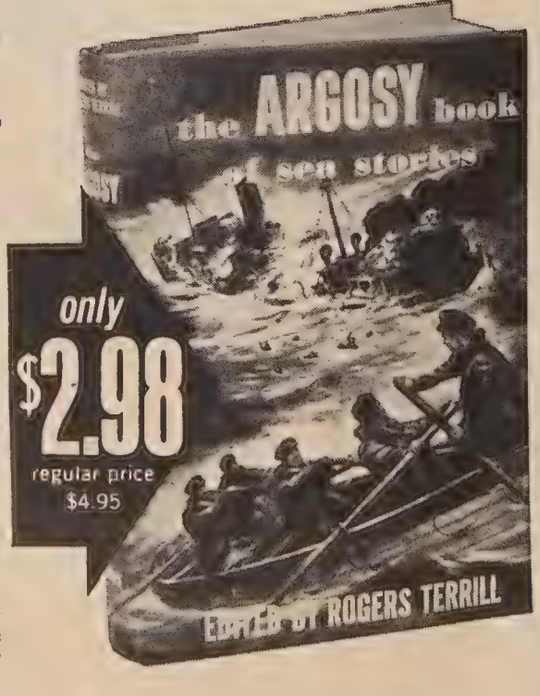

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JOHN McNALLY, 1147 Troy Ave., Brooklyn, N. wants NYO&W emp. tts, 8mm movies, negs., tap slides, pix. (Ed. asks: What, no zip code, John?)

BOB McVAY, Box 625, King City, Calif. 929 sells Kodachrome dupl. slides of West Coast ste and elec. taken in 1946-'49. List and sample 25¢

PHIL MILLER, 35 Lounsbury Rd., Croton-on-H son, N.Y. 10520, trades dupl. slides of NYC el trics for slides of NYC RS-2's and RS-3's 820 8357, 5200-5357, and 5522-5529.

ED MONTGOMERY, 251 Alps Rd., Wayne, N 07470, wants mainline and commuter tts. Lackawanna and Erie, 1920's or '30's.

TIM MORRIS, 3212 S.W. Riley Rd., Huntsvil Ala. 35802, buys photos of GN diesels, esp. S and SD9's in old and new colors, size 620 up.

E.H. NERVO, 1439 39th Ave., San Francis Calif. 94122, will sell 2-8-2 standard-gauge lo Boiler needs repair but outside appearance is cellent. (SSE).

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N 12834, sells wide variety of railroadiana, mo recent acquisitions. Large list 10¢.

STEVE ONDIO, 11928 127 St., Edmonton, Alt Canada, will buy N&W rule books, drawin photos of SP AC-6 Cab-forward locos.

W.R. OSBORNE, 1019 S.E. 12th Ave., Deerfi Beach, Fla. 33441, wants good pix and emp. t around 1935-'49, on LV div. between Easton, P and Newark, N.J. Will buy, or pay for loan material.

JOHN ROBERTSON, 808 E. Monroe, Mexico, 65265, buys Midwest steam photos, plans, ne Also whistles, bells, etc.

MARION SCUTT, Stanford, Ind. 47463, will June '67 Railroad Magaine, good cond. (Ed. n we no longer have this issue in stock.)

MIKE SPEIDEN, 13001 Narada St., Rockville, 20853, buys collections of streetcar passes (wee and Sunday), any city in U.S. or Canada.

HUGH STEPHENS, 178 Roseland Ave., Caldw N.J. 07006, wants 33 rpm record stereo, "So of the Railroads" Merrill Jay singers, with fo ward by Freeman Hubbard.

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G. VESSELY, 9132 W. Sycamore Drive Hick Hills, Ill. 60457, sells 35mm slides of CNS&M run, CB&Q "golden" steam loco, CB&Q 4960 steam run, Reader, GTW, Amer. diesel, ele British diesel. (SSE)

A. VON BLON, 1208 Locust, Muskogee, Ok will sell tts., 1953-'55, or trade for other rr. Ite Wants old photos of Yoakum, Waco & Wa Springs RR. (Ed. asks: Zip code?)

W.A. WILSON, Enderlin, N.D. 58027, has and GN lanterns for sale or trade.

STAN CREWS, Rte. 7, Box 797, Pensacola, 32506, sells back issues railfan mags., rail and tr tion books, pix, tickets, tts., menus, trolley ma Specify. (SSE)

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MEL BEATON, Jr., 30 Hecla St., Boston, Ma wants pix and slides of Fitchburg trackless troll and Boston twin-coach trackless trolleys. (Ed. n You forgot your zip code, Mel.)

BOB GREENWALT, 3643 N. Rosemead Blv Rosemead, Calif. 91770, seeks old rr. stock bond certifs. Has plenty of swap material.

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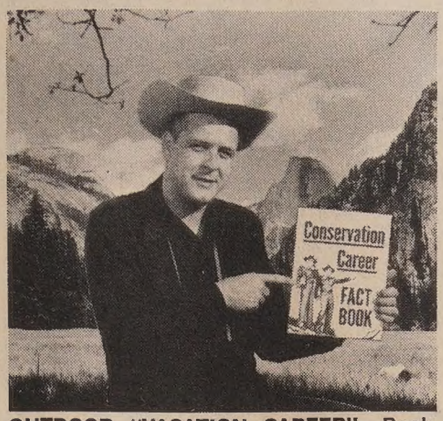
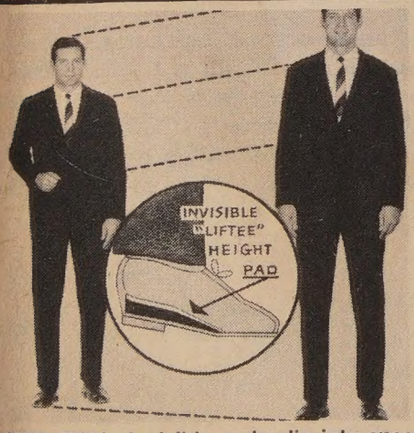


OUTDOOR "VACATION CAREER". Book reveals plan to prepare men 17 and up for wildlife-forestry dream job. Healthful, adventurous life as Govt. Hunter, Game Warden, Forester or with private game farms & hunt clubs. Write for free book. No. American Conservation, Dept. AMG 6, University Plaza Campus Dr., Newport, California 92660.

50 MILLION FRENCHMEN whisper, "I love you more than yesterday, less than tomorrow." And they can't be wrong! Radiantly embossed with Rosamonde Rostand's immortal lines in French. 1" diameter. Your personal inscription on back at 10¢ a letter. 14K Gold $16. Sterling Silver $3. The Jamaica Silversmith, Dept AM 10, 50 Delancey Street, NY, NY 10002

MARKED CARDS! And only you can decipher secret markings on the back. Amaze friends. Perform card tricks—instructions included. Bridge size, linen finish. $1.49, two decks $2.79. Send check or M.O. Big Three Enter. Dept. AM 6, 1109 Sixth Avenue, New York, N.Y. 10036.



STEP TALL. Invisible pads slip into shoes easily, and comfortably add 2 full inches to your height. Lightweight foam rubber and cushion cork pads fit securely. No gluing—use with all shoes. State shoe size. Send $1.98, save postage, or pay on delivery, plus postage charges. Liftee Company, Dept. AM 4, Box 608, Church St., New York, N.Y. 10008.

Compare the silhouette of

ELEVATORS®

new height-increasing shoes with your present shoes

REGULAR SHOE ELEVATORS SHOE

No one suspects that the "ELEVATORS" you're wearing are any different from other fine shoes — yet you're almost 2" taller! Choose from dozens of quality leather styles plus 4 Corfam® models for every occasion. Famous Elevators are priced from $26.95. One dollar higher Denver West

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Ablaze with life and light. The color and star of the genuine star sapphire captured by amazing new process. Genuine STERLING SILVER mounting in elegant Florentine finish. Two simulated side diamonds. Sizes available from 6 to 12. Usually worn on small finger. Guaranteed—your money back in 10 days if not satisfied.

Only $5.75 ppd.
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Send your ring size and check or money order to:
PREMIUM BUYERS CLUB, INC.
P.O. Box 15020, PHILADELPHIA, PA. 19130

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Send FREE Catalog of Accordions, Amplifiers — Selection Guide, Color Chart, Discount Prices.

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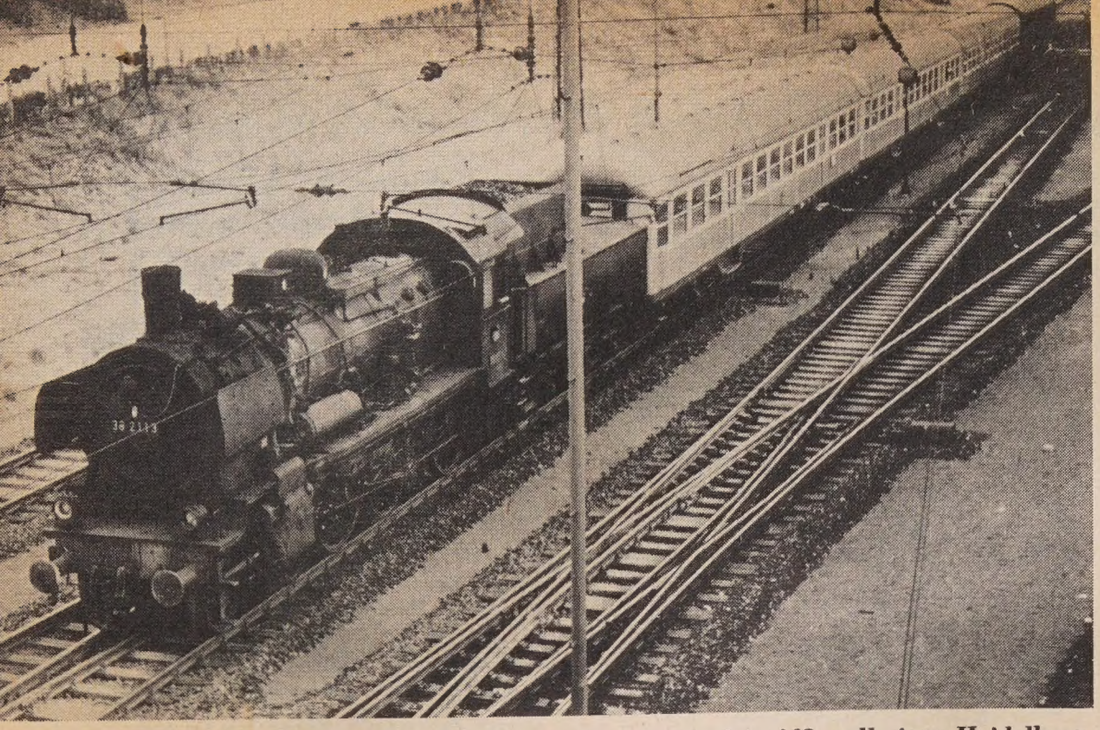


Steam in West Germany: A DB 4-6-0 photographed in '63 pulls into Heidelberg.
Peter Jensen, Box 259, Montclair, N.J.

ED McLAUGHLIN, 3512 Rashti St., Fort Worth, Texas 76109, buys, sells, or trades NdeM, FCM, UdeY, IRCA steam and diesel orig. slides and negs. (SSE)

Model Trading Post

ROBT. BAKER, 20 Melfa Ave., CFB Petauaua, Ont., Canada, will trade Tenshodo HO CNR (old color) dome observation for same car without dome (old color).

LOU DAVIS, 2432½ W. 250th St., Lomita, Calif. 90717, will sell 0 gage AF 9900 Burlington Zephyr, die-cast aluminum (approx. 1940), power car, combo, 2 chair cars, lounge car, track, switches, excel. cond.; make offer. (SSE)

Miss ANDREA KRISS, 1915 Barnett St., Rahway, N.J. 07065, wants info on buying PRR GG-1 model.

PAUL STUMPFF, 14 Morgan St., Greenville, Pa. 16125, wants info on Atlas, Revell, and Plasticville bldgs. on Revell and Life-Like Trains. Answer by Sept. 10.

JIM TANDY, Box 35, Carrollton, Ky 41008, wants Lionel 6427 caboose in blue, 6462 gon. in pink. 6562 gon. in gray, 6446 hopper in lavender. State cond., price. ●

Coming Events

Oct. 6-9: Upper Canada Ry. Society, explore East Broad Top RR., Shade Gap Electric Line, Arcade & Attica, etc., on Canadian Centennial Steam Tour in U.S.A. Leave Toronto by bus. $50 fare incl. transportation, lodgings excursions. Contact Trip Committee, 382 Vine St., Apt. 605, St. Catharines, Ont., Canada.

Oct. 6-29: South American Adventure Tour, visit seven countries, steam, ex-11S interurban cars: escorted. Write Arthur Lloyd, 974 Pleasant Hill Road, Redwood City, Calif. 94061.

Oct. 7: Canadian Railroad Historical Assn. will operate a steam excursion from Montreal to Sherbrooke, Que., and return. Contact CRHA Trip Committee, Box 22, Station B, Montreal 2, Que., Canada.

Oct. 8: Autumn Leaf rail excursion, Pittsburgh to Dubois, Pa. Return over "freight only" lines. Fares $10.75; hot lunch. $2. Contact Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

Oct. 8: Fall Foliage Special, lv. Buffalo on E-L scenic route, incl. freight-only lines, to Cammon, Pa. Reclining seat coaches, diners, bag. cars. Fare $14. Contact Buffalo Chapter, NRHS, 69 Wendel Ave., Kenmore, N.Y. 14223

Oct. 8-13: Chicago Exposition showing latest rr. equipment. Write Public Relations Committee, 1967 American Ry. Progress Exposition, 816 Transportation Bldg., Washington, D.C., 20006.

Oct. 14-Nov. 5: Narrow-gage vacation in Mexico; special steam trains on United Railways of Yucatan, Coahuila & Zacatecas, and National of Mexico. Fare, about $700, incl. Pullman, some meals, hotels, special transportation, escort. Write Wally Duthie, P.O. Box 4081, San Diego, Calif. 92104.

Oct. 15: Excursion from Syracuse to Scranton via E-L Open gondalas. Write Central New York Chapter NRHS, Martisco Rd., Marcellus, N.Y. 13028.

Oct. 13-15, and Oct. 27-29. Pacific Coast Chapter, RLHS, "Eel River Redwood Rail Rambles" Week-end in redwoods, steam train runs 116 miles along river canyon. Rates $39 to $49, incl. all transportation, lodgings, box lunch. Group also offers 75-mile riverboat tours, lv. San Francisco Oct. 7, Oct. 22. Fares: adults $8.90 kids $6.50. For Rail Rambles write Fred A. Stindt, 978 Emerald Hill Rd. Redwood City, Calif. 94061. River tours write Don Thrall, 610 Arlington, Berkeley, Calif. 94707.

Nov. 11-12: Inspect Union Pacific line between Los Angeles and Las Vegas. Write Orange Empire Trolley Museum. Box 548, Perris, Calif. 92370.

Week-ends thru Oct. 15: Canadian railway Museum displays over 25 restored locos and vehicles from Canada's railroads and streetcar lines. Write Canadian Railroad Historical Assn., Box 22, Station B, Montreal 2. Que., Canada.

Dec. 16-31: "Mexico by Rail". First of new series; lv. San Francisco. Write Wampler Tours, Box 45, Berkeley, Calif. 94701.

Oct. 7: Excursion from Windsor to Dundas, Ont., Canada. Fare: $8.50 (U.S. funds). Write Emarcy tours, Box 326, Royal Oak, Mich. 48068

Reader Railroad ("Possum Trot Line") operates the only regularly scheduled mixed train powered by steam. Fares on year round Tues., Thurs., and Sat. runs: $4.50 for adults, $2.25 for kids. Contact rr. at P.O. Box 6049, Shreveport, La. 71106. ●

Pen Pals

Paul Willis. Woodcrest, Rifton, N.Y. 1247 wants to hear from those interested in trolle museums and models.

Dennis Vercher (14), 1913 Crockett Street, Orang Texas 77630, wants to hear from anyone intereste in the South Pacific RR.

Mrs. Cecil L. Braxling, 5905 N. Boston Ave Portland, Oregon 95217.

Mrs. Ethel Payne, 320 East D St., Brunswic Maryland 21716.

Georgia (17), and Sonny Watson (15), 226 Prospect St., Connellsville, Pa. 15425.

Mrs. Betty Jane Bohrer, P.O. Box 73, Brunswic Maryland 21716.

Joe Higginbotham (15), 8428 W. Pinetta D Richmond, Virginia 23235.

Linn Lowber, RR2, Box 231, Oswego, Illinc 60543.

Marian Niewczyk (15), 35 Pine Ridge Rd., Bu falo, N.Y. 14211.

Neil Campbell (14), 129 Westmount Rd., Sou Waterloo, Ontario, Canada.

Patricia A. Griffin (17), 9 Victory Dr., Sumt South Carolina 29150.

Sharon Pratt (16), 921 N. 20th St., Escanab Michigan 49829.

Mrs. Dorothy Kyllo (35), and Wanda Kyllo (1 4317 S. Puget Sound, Tacoma, Washington 984

Bonnie Bump, R.D. 2, Rimersburg, Pa. 16248.

Eva Wallin (34), 432 N. 11th Ave., Pocatel Idaho 93201.

Mrs. William Langston (54), 680 15th St., Bat ville, Arkansas 72301.

Mark Shaw (15), 8817 W. Washington St., Indi apolis, Ind. 46231.

Russel Hughes, 213 Avenue of Americas, N York, N.Y. 10014.

Irene Alvarez (21), 7183 N. Loop Rd., El Pa Texas 79915.

Aurelia Salas (19), Rt. 1, Box 423, San Eliza Texas.

Raymundo Romero (15), 7554 Adobe Drive, Paso, Texas 79915.

Gayle Johnson (14), 421 Lowry, Pampa, Te 79065.

Bonnie Bennet (14), 9579 Sharp Rd., Cliffc Michigan 48727.

Laura Renfrow (15), and Mary (13), Route Saint Joe, Indiana 46785.

Karen Lear (17), and Pam (12), RFD 3, Linc Nebraska.

Jane Stephens (15), 133 Douglas Dr., Mable Georgia 30059.

Mrs. Maude Mannery (62), 39 Garden Tra Park, Hazlet, N.J. 07730.

Linda Lavering (17), and Cathy (16), 17 S.E. Haig Dr., Portland, Oregon 97236.

Carline Black, 1423 Cross St., Little Rock, Ark sas 72202.

Mrs. Bondle Lee Maceri, 3100 Temp Ave., So Louis, Missouri.

Anita Hotte (17), Box 476, Timmins, Onta Canada.

Carroll Ann Valley (20), 111 Buffalo Anker Box 484. Timmins, Ontario, Canada.

Frances Lefevre (16), 108 Buffalo Ankerite, 374, Timmins, Ontario, Canada.

Wendy Johnson (15), Noonan, North Dakota.

Frank Harwell (47), 1626 White Drive, Lewisb Tennessee 37091.

Mrs. Ruby Raymer (59). 720 Silver St., Lewisb Tennessee 37091.

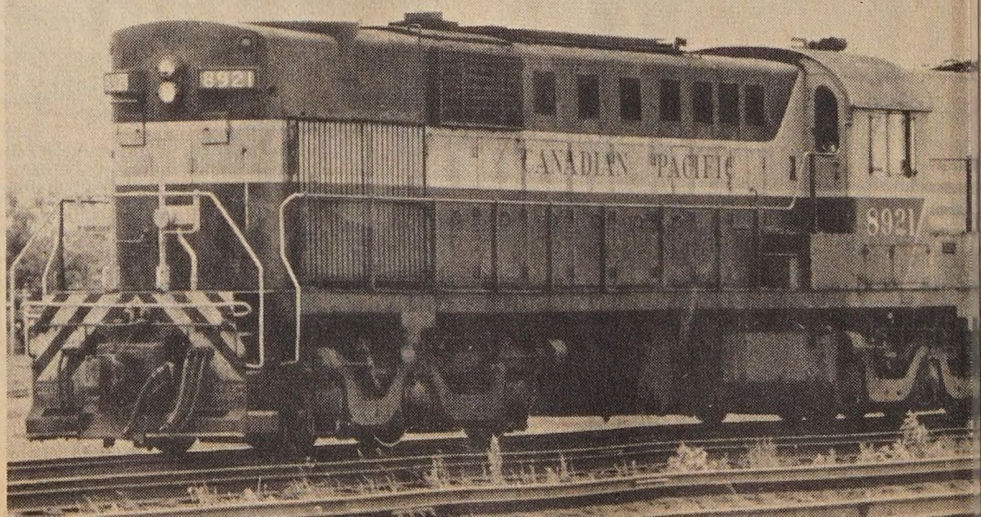
Mrs. Nancy Curtis (39), Route 1, Cornersv Tennessee.

Jane Firebaugh (14), Annapolis, Missouri 63

Mrs. Rose Roddy (31), 524 Ellington Pkwy., Le burg, Tennessee 37091

Percy Booth, 47 Farmcrest Drive, Agincourt, Ont., Cana

Only unit of its kind, photographed last summer in the Canadian Pacific yard Agincourt, is a 2400-hp diesel built four years ago by the Montreal Locomoti Works and Alco, model RSD-17. Originally MLW demonstrator No. 7007, it becar Canadian National No. 3899, then Pacific Great Eastern 624, and is now CP 892 class DRS-24E. It weighs 258,000 lbs. and boasts a tractive effort of 84,750 l



Would You Like to Take in $140 after Supper?

This is exactly what L. Burnett did while still employed. Here are his own words:

"I worked at my Duraclean business part time until I saw that I could make as much in a week as my job paid for a whole month. One night, after supper, I took in $140. Since going full time, I've had single jobs running $300 and more."

Mr. Burnett and one helper serviced this $140 "after-supper" job. The national price guide provides a Duraclean dealer a gross profit of $6 per hour on EACH serviceman plus $9 per hour on any service he himself renders. Your income is limited only by the number of servicemen you employ.

To own a business is much easier than you think. We show you how . . . step by step. The 24 page fully illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a *clear net profit* to you.

Start while Continuing Present Job

We furnish all the equipment...and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location.

Start Small, Grow Big...in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Your Services Are Commended by

McCall's Magazine, Parents; American Research & Testing Laboratories...and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Gerald Weihrauch: "Insurance job brought me $205.70 in single day. Another, $300".

Leo Barnett: "I started spare time and took in $140 in one night after supper. Now, full time, I can make as much in a week as I used to make in a month working for others".

Willis Tatro: "After two years of good profits we sold our business for five times the cost".

Arlin Rae: "I have work scheduled for three weeks in advance. I averaged $122 a day for the last ten days".

Blanche Blood: "Duraclean brought me security and an education for my daughters. We've done as much as $3,000 on a single job".

Loren Farris: "Did the carpeting in a furniture store in less than 3 days for $400. Now get all their customer business".

Robert Wheeler: "The professional quality of Duraclean Service has earned the respect of carpet dealers and wholesalers. I've earned $117.50 in an eight hour day".

Wilmer Suders, Jr.: "Building steadily. Last month grossed $2,012. One job came to $752".

John Szymanski: "Making 50% more than on any job I ever had. I've earned as high as $1,300 in a single week, as much as $2,700 on one job".

Ernest Shulda: "I never knew a company as eager as Duraclean to help their franchisees succeed".

R. Geisman: "Using the direct mail program we sold 10% on actual jobs. We also get a lot of referrals from happy customers".

Jerry Baker: "I don't know of any other business in which a man can make as much per hour".

Walter Parsons: "It would take a man years to build up the fame he gets automatically with the Duraclean name. It's a household word"

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken tomorrow . . . **so mail coupon today.**

Find Out with NO OBLIGATION

Mail this coupon TODAY

It may put you in business

Duraclean Co. 7-70N, **Duraclean Bldg., Deerfield, Ill. 60015**

With no obligation mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

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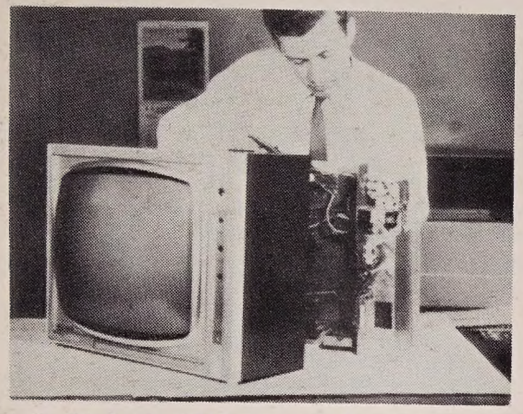
City_____ State_____ Zip_____

These Kits Make TV-Radio, Electronics Training Fast, Easy



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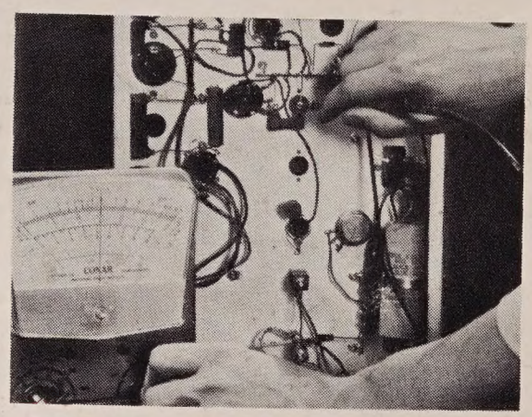

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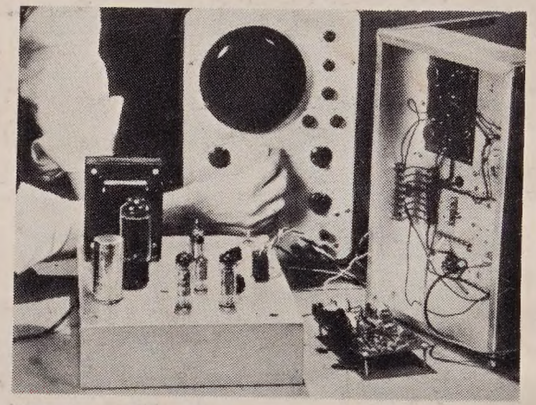

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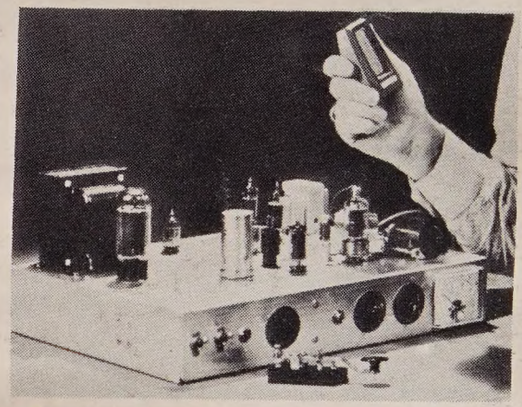

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NRI HAS TRAINED THOUSANDS FOR SUCCESS

H. C. ROBERTSON, Oroville, Calif., thinks NRI is just "tops." He has his own service shop, employs two men full-time, two part-time.

R. L. WOOD, Fargo, N.D., got his FCC License as part of his NRI training and is Master Control Engineer with KXIB-TV.

A. R. TOWNSEND, Topeka, Kan., is a missile officer at Atlas ICBM site; fixes radio and TV sets spare time.

Approved Under NEW GI BILL

If you served since January 31, 1955, or are in service, check GI line in coupon.